The Hong Kong Daily Press.

No. 5730 號十三百七千五第 日一十月三年子丙緒光 HONGKONG, WEDNESDAY, APRIL 5TH, 1876. 三拜禮 號五月四英 港香 [PRICE $2½ PER MONTH.

Arrivals.

April 3, DANUBE, British str., 561, Clanchy, Bangkok 25th March, General.—YUEN FAT HONG.
April 4, VOLGA, French str., 961, Nomdedeu, Yokohama 28th March, General.—MESSAGERIES MARITIMES.
April 4, INO, German bark, 353, Bannau, Whampoa 1st April, General.—SIEMSSEN & Co.
April 4, ARGYLE, British steamer, 1,271, D. Scott, Calcutta 19th March, Penang 27th, and Singapore 29th, General.—JARDINE, MATHESON & Co.
April 4, HINDOSTAN, British steamer, 991, T. S. Gardner, Calcutta 19th March, Sand Heads 20th, Penang 26th, and Singapore 29th, Opium, Cotton, Saltpetre, and Sundries.—D. SASSOON, SONS & Co.
April 4, MANILA II., German bark, 515, H. C. Gonner, Bangkok 22nd February, Rice.—SIEMSSEN & Co.
April 4, MINNA, Ger. bark, 456, J. Thuren, Bangkok 2nd March, Rice and Wood.—WM. PUSTAU & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, APRIL 4TH.

Union, for Manila.
Eleanor, for Takao.
Formosa, for Tientsin.
Memento, for Bangkok.

Departures.

April 4, YUNG CHING, str., for Canton.
April 4, CHINKIANG, str., for Canton.
April 4, HAILOONG, str., for Amoy, &c.
April 4, NORTHAMPTON, for Manila.
April 4, UNION, for Manila.
April 4, KEARSARGE, U.S. corv, for Manila.

Passengers.

ARRIVED.

Per *Danube*, str., from Bangkok:—
A. Marques Pereira (Portuguese Consul-General for Bangkok), and Rev. S. J. Smith.
Per *Volga*, str., from Yokohama:—
Mr. Leopold Meier, wife, and four children, Mr. and Mrs. Jourdey and child, Lieutenant Paris, and Messrs. H. Michelsen, J. A. Derring, and Carl Vielsen.
Per *Argyll*, str. from Calcutta, &c.:—
Count Arthur Deafous Walderode, Messrs. Stewart and Elliot, and 200 Chinese.
Per *Hindostan*, str., from Calcutta, &c.:—
Mrs. T. S. Gardner, Mr. and Mrs. Plumpton, Mr. and Mrs. Byramjee, and Mr. M. M. Mehta, and 320 Chinese.

TO DEPART.

Per *Eleanor*, for Takao:—
2 cabins.
Per *Formosa*, for Tientsin:—
4 Chinese.

Reports.

The French steamship *Volga* reports left Yokohama on the 28th March. Had moderate winds and fine weather.

The British steamship *Danube* reports left Bangkok on the 25th March. Experienced light variable winds throughout until the last day, then thick weather and strong N.E. winds.

The German bark *Manila II.*, reports left Bangkok on the 22nd February. Had moderate winds and fine weather all last two days, then strong N.E. winds, high sea, and thick weather.

The German bark *Minna* reports left Bangkok on the 2nd March. Had fine weather with moderate winds the first part. The last two days strong N.E. winds and thick rainy weather.

The British steamship *Argyll* reports left Calcutta 19th March, Sand Heads 20th, Penang 27th, and Singapore 29th. Had fine weather till the last 24 hours, when got strong winds from the N.E. with thick weather to arrival.

The British steamship *Hindostan* reports left Calcutta on the 19th March, Sand Heads 20th, and arrived at Penang 25th. Left Penang 26th, arrived Singapore 28th, and left again on 29th. After leaving Singapore experienced moderate N.E. monsoon and fine weather up to Lat. 19 N., and from thence arrival strong N.E. monsoon and heavy sea.

YOKOHAMA—ARRIVALS.

March 19th, str. Orissa from Shanghai, Amanda from Takao, str. Nagoya Maru from Shanghai; 20th, Nettie Merryman from New York, Constancia Wilson from Takao, str. Bombay from Hongkong; 21st, Balgownie from Takao; 22nd, str. Nevada from Shanghai; 24th, str. Crocus from Hongkong, Carolina from Takao, str. Great Republic from Hongkong.

YOKOHAMA—DEPARTURES.

March 19th, Pelham for Takao; 21st, str. Malacca for Hongkong; 22nd, str. Tokio Maru for Shanghai; 23rd, Constance for Chefoo; 24th, Scotia for Newchwang; 25th, str. Orissa for Shanghai, str. Tokai Maru for Shanghai, str. Crocus for San Francisco, Huffrasford for Chefoo.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(Per last Mail's Advice.)

Vessels.	*From.*	*Date of Arrival.*
Anchises (s.)	China Ports	Feb. 12
Min	Foochow	Feb. 15
Solent	Hongkong	Feb. 15
Ajax (s.)	China Ports	Feb. 17
Jerusalem	Foochow	Feb. 17
Melbrek	Hongkong	Feb. 18
Galatea (s.)	China Ports	Feb. 6
Yrurac Bat (s.)	Manila	Feb. 10

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Iphigenia	Hamburg	Sept. 4
Portland	Portland, O.	Oct. 22
British Crown	Cardiff	Nov. 1
Canton	Cardiff	Nov. 16
Tassan	New York	Nov. 18
Alma	Cardiff	Nov. 22
Assous	Antwerp	Nov. 23
Annie Fish	Cardiff	Nov. 26
Comet	Boston, U.S.	Nov. 25
Jylland	Hamburg	Nov. 27
Oceanus	Cardiff	Dec. 1
Hieronymus	Cardiff	Dec. 12
Anna	Cardiff	Dec. 17
Rona	Cardiff	Dec. 20
Belted Will	London	Dec. 21
M. Brocklemann	Cardiff	Jan. 6
Ottercaps	Cardiff	Jan. 5
Lyeta Till	Cardiff	Jan. 6
Papa	Liverpool	Jan. 7
Echo	London	Jan. 10
Titian	Penarth	Jan. 11
Antipodes	Cardiff	Jan. 13
Alex. McNeil	Cardiff	Jan. 17
Onward	Liverpool	Jan. 17
Sophie	Cardiff	Jan. 19
Henry Bolchow (s.)	Cardiff	Jan. 19
Flintshire (s.)	London	Jan. 22
Lord Macaulay	Newport	Jan. 31
Nearchus	Cardiff	Feb. 1
Evelyn	London	Feb. 2
Scotia	London	Feb. 5
Orchis (s.)	London	Feb. 8
Kaikow	Longon	Feb. 6
Agamemnon (s.)	Liverpool	Feb. 17

Auction Sales To-day.

J. M. GUEDES, JR.,
At 12 noon,
Sundry Goods.

To be Let.

TO BE LET.

THE HOUSE No. 15, STAUNTON STREET, at the Corner of Graham Street, containing 7 Rooms, with Coach House and Stabling. Possession can be had on the 17th March inst.
Apply to
TURNER & Co.,
41, Queen's Road.
tf 283 Hongkong, 1st March, 1876.

TO LET.
With Immediate Possession.

THE HOUSE, No. 35, Wellington Street, lately in the occupation of Messrs. ROSE & Co.
The DWELLING HOUSE, No. 4, Alexandra Terrace.
The STORE and DWELLING HOUSE, No. 31, Queen's Road, lately in the occupation of Miss GARRETT.
The STORE and PREMISES, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs. DUBOST & Co.
The Ground and First-floors of the HOUSE No. 1, Wyndham Street, with Stable attached. (Also, with occupation from 1st April next).
The DWELLING HOUSE, No. 46, Peel Street, now in the occupation of Mr. HAUSCHILD.
(And, with occupation from 1st May next).
The DWELLING HOUSE, No. 1, Alexandra Terrace, at present in the occupation of Dr. STOUT.
DOUGLAS LAPRAIK & Co.
tf 1864 Hongkong, 4th April, 1876.

TO LET.

TWO Large ROOMS above my Auction Rooms, at present occupied by Mr. ACHEE, as his Furniture Show Rooms, also with or without GODOWNS. Possession can be had at once. Rent moderate. Apply to
J. M. GUEDES, JR.
439 Hongkong, 3rd April, 1876.

TO LET.

THE PREMISES lately occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER & Co.
tf 1070 Hongkong, 7th July, 1875.

TO LET,
With Immediate Possession,

TWO Nice HOUSES, 2 and 4, Praya East.
Two GODOWNS, 2 and 4, Praya East.
A Commodious HOUSE, 10A, Caine Road.
All with Gas and Water laid on, apply to
SPANISH PROCURATION,
423] 10, Caine Road.

TO LET,
With Immediate Possession,

THE Semi-detached RESIDENCES Nos. 1 and 2, WESTBOURNE VILLAS, Bonham Road.
The HOUSE at the west end of "The Albany," recently in the occupation of the Hon. C. C. SMITH.
HOUSES on Upper Mosque Terrace.
All with Gas and Water laid on.
Also,
A First-class GODOWN at Wanchi of about 5,000 tons capacity.
Apply to T. G. LINSTEAD.
1464 Hongkong, 12th January, 1876.

TO LET.

NO. 5, ZETLAND STREET,
No. 2, SEYMOUR TERRACE.
No. 3, PEDDAR'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
tf 513 Hongkong, 6th March, 1876.

TO LET,
With Possession on the 1st April.

THE PREMISES in QUEEN'S ROAD CENTRAL, known as the "London Inn."
Apply to
LANE, CRAWFORD & Co.
329 Hongkong, 10th March, 1876.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

MR. H. TENHAEFF is AUTHORISED to SIGN my FIRM per procuration from this date.
EDWARD HEETON.
1m 398 Swatow, 1st March, 1876.

NOTICE.

WE have established BRANCHES of our FIRM at HAIPHONG and HANOI. Mr. E. CONSIANTIN is authorised to SIGN by procuration in Tonquin.
LANDSTEIN & Co.
3 Hongkong, 1st January, 1876.

NOTICE.

I HAVE this day Established myself as GENERAL COMMISSION AGENT at the Ports of Takow and Taiwanfoo.
P. F. DA SILVA.
3m 424 Formosa, 1st April, 1876.

NOTICE.

I HAVE This Day authorized Mr. J. F. V. SHAW to SIGN my NAME per procuration.
A. MACG. HEATON.
6 Hongkong, 1st January, 1876.

BOCHUMER VEREIN FUR BERGBAU UND GUSS-STAHL FABRICATION, IN BOCHUM (GERMANY).

CAST STEEL WORKS.

THE Undersigned have been appointed SOLE AGENTS in CHINA for the above Establishment.
J. W. MÜLLER & Co.
3m 59 Shanghai, 1st January, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 100,000 of Dollars.

Court of Directors.

Chairman—E. D. BELILIOS, Esq.
Deputy Chairman—AD. ARJAN, Esq.
J. S. Cowen, Esq. A. McIver, Esq.
H. Hopplas, Esq. S. W. Forsyth, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq.
Manager.
Shanghai—Evan Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 17th February, 1876.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000 at the usual rates subject to an immediate discount of 20 %.
Attention is invited to a considerable reduction in premia for Life Insurance in China.
Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.
A. MACG. HEATON.
1468 Hongkong, 27th September, 1875.

Intimations.

FOR SALE.

THE Undermentioned valuable LAND and BUILDINGS on Inland Lot No. 7, situated at 46 and 48, QUEEN'S ROAD, the Property of the late Mr. G. B. FALCONER:—
The TWO BLOCKS of BUILDINGS occupying the finest position, are of the most commodious description, with TREASURY and ample GODOWNS; the Ground Floors are of Granite, the Buildings are known to be the most handsome and substantially built Premises in the Colony, and are all in perfect condition and good order, &c.
Applications for Purchase, or further information to be made to
JOHN NOBLE,
46, Queen's Road.
379 Hongkong, 24th March, 1876.

FOR SALE.

ENCAUSTIC TILES.
1 Lot 14ft. 6in. by 13ft. 6in., with Border.
1 Lot 17ft. 0in. by 9ft. 0in., with Border.
Apply to
A. MILLAR & Co.,
Plumbers, &c.
tf 381 Hongkong, 24th March, 1876.

FOR SALE.

THE UNDERMENTIONED LAND and BUILDINGS
AT HONGKONG:—

INLAND LOT 82—The well-known House and Offices lately occupied by Messrs. A. HEARD & Co., adjoining the Cathedral Compound.
The Ground below the masonry retaining wall of the above abutting on the Queen's Road.
Annual Crown Rent, $390.48.

MARINE LOT 111, WANCHAI.—First-class and extensive Godowns.
Annual Crown Rent, $324.

INLAND LOT 501.—Situated on the Bonham Road, and one of the finest sites for Villa Residences in the Colony.
Annual Crown Rent, $79.78.

FARM LOT 17, POKFOULUM, adjoining Messrs. BUTTERFIELD & SWIRE'S Premises.
Annual Crown Rent, $25.

AT KOWLOON:—

MARINE LOT 4—With a frontage of 100 feet on the Praya, and with an area of 30,000 feet.
Reduced Annual Crown Rent, $10.

AT YOKOHAMA:—

Lots No. 6 and No. 27 in the Foreign Settlement.
No. 6 is situated on the Bund, and comprises an Eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters, and Outhouses. Area 1,064 Tsubos of 36 square feet.
Annual Ground Rent, $233.79.
No. 27 is separated from No. 6 by Water Street, and comprises large Tea Firing and other Godowns, Floss Silk Press, Compradore's Quarters, Stabling, and Fire Engine House. Area, 554 Tsubos.
Ground Rent, $154.97 per Annum.
Applications for Purchase, or further Information, to be made to
J. WHITTALL,
T. G. LINSTEAD,
Trustees A. Heard & Co.'s Estate.
23, Queen's Road, Hongkong.
142 Hongkong, 1st February, 1876.

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
AGENT for DE ST. MARCEAUX ET CIE'S CHAMPAGNES,
Dépôt for Vichy Waters,
ED. PINAUD ET CIE'S PERFUMERY,
N. ANTOINE ET FILS' INKS, &c., &c.,
11, STANLEY-ST., & 44, QUEEN'S-ROAD.

G. O. ROGERS, DENTAL SURGEON, No. 7, ARBUTHNOT ROAD,
Has returned, and is ready to receive Patients.
227 Hongkong, 12th March, 1876.

STORAGE.

COALS received on Storage in First-class Godowns of about 5,000 tons Capacity, situated on the Praya West, Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00
Apply at the *Daily Press* Office.

YANGTEZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) on Local Risks only.
RUSSELL & Co.
Agents.
tf 1800 Hongkong, 4th June, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1793 Hongkong, 27th June, 1872.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).
GILMAN & Co.,
Agents.
tf 1063 Hongkong, 7th July, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.
HOLLIDAY, WISE & Co.
tf 1358 Hongkong, 15th October, 1866.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.
This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 %, for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.
RUSSELL & Co.,
Agents.
tf 1939 Hongkong, 9th July, 1875.

Auctions.

GENERAL WEEKLY SALE.

THE Undersigned will hold his WEEKLY SALE THIS DAY, the 5th April, at his Sale Rooms, Queen's Road Central, at Noon,—
Of SUNDRIES and a few Bales of Damaged DRILLS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. All Lots, with all faults and errors of description at purchasers' risk on the fall of the hammer.
J. M. GUEDES, JR., Auctioneer.
438 Hongkong, 3rd April, 1876.

PUBLIC AUCTION.

THE Undersigned will Sell, by Public Auction,
TO-MORROW,
the 6th April, 1876, at Noon, at his Sale Rooms, Queen's Road,—
Cases Bavarian BEER, in Quarts and Pints.
10 Cases Vin de Sillery CHAMPAGNE, in Quarts and Pints.
Cases Curaçao LIQUEURS, Sweet Punch and Maraschino.
Boxes RAISINS.
Liebig's Extract of MEATS, in Jars.
1 Case WAX VESTAS.
1 Case TOBACCO.
Gentlemen's Kid, Calf, and Patent Leather BOOTS and SHOES.
White BUTTONS.
Blue CLOTH, Crape FLANNEL, SOCKS, TIES, &c.
An Invoice of White Empty BOTTLES, Quarts and Pints.
An Invoice of John Hoir and Son's OILMEN'S STORES, comprising JAMS, JELLY, SARDINES, GREEN PEAS, SALMON LOBSTERS, SOUPS, VEGETABLES, OATMEAL, &c. &c.
Also,
By order of the Marshal, in the Vice-Admiralty Court of Hongkong,—
In re 88 COPPER BASINS, large size.
197 COPPER BASINS, small size.
198 CHOPPERS.
1 SILVER WATCH, Chain, Rings, &c.
And
By order,—
Sundry Deceased Seamen's EFFECTS.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
450 Hongkong, 5th April, 1876. Auctioneer.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, in their Sale Rooms, Praya, on
FRIDAY,
the 7th April, 1876, at Noon,—
Brown and Coloured Silk UMBRELLAS, TOOTH BRUSHES, SEALING WAX, CHISELS, LAMP WICKS, Black Writing INK, and Shoe BLACKING.
Also,
20 Tins TURPENTINE.
10 Cwt. Fine Soft SOAP.
10 Casks WASHING SODA.
20 Cases BRANDY.
3 Fire-proof IRON SAFES.
100 RIFLES.
100 PISTOLS.
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
449 Hongkong, 5th April, 1876.

PUBLIC AUCTION.

NAVAL STATION, MACAO.—On the 10th April next, at One P.M., will be Sold by Public Auction, before the Master-Attendant, the HULK, Machinery, Rigging, Masts, Sails, Chains, Anchors, Boats, and other Articles of the Gunboat "CAMOENS," in lots or in bulk as best suit the interest of the Public Exchequer. The Sale will take place on board the said Gunboat, where the lots may be examined until the 5th of April.
TERMS OF SALE:—Cash on delivery.
Macao, on board the gunboat "TEJO,"
31st March, 1876.
MANOEL CEZARIO PEREIRA,
425] Master-Attendant's Secretary.

WANTED, for Immediate Possession, by the Committee of the Royal Naval Seamen's Club, a HOUSE suitable for a Club House; the present premises having been found too small. Rental about $50 per month.
Apply to Captain P. H. COLOMB, R.N., Chairman of Committee.
H.M.S. *Audacious*, Hongkong, 29th March, 1876.

J. A. HANSEN,
TEACHER OF MUSIC,
VOCAL AND INSTRUMENTAL,
and
TUNER and REPAIRER of PIANOS.
Address—St. Saviour's English College, Pottinger Street, or Messrs. GUEDES & Co., Queen's Road. [338

A FRENCH CLASS for YOUNG GENTLEMEN, on Mondays, Thursdays, and Saturdays, from 3.30 to 9.30 P.M.; also an ENGLISH CLASS on Tuesdays, Wednesdays, and Fridays, at the same hour. Private Lessons given.
J. M. HANLON,
Victoria Boys' School,
5, Hollywood Road.
6m 334]

FOR SALE—A BARGAIN.

A FIRST CLASS PRINTING MACHINE, quite new, and capable of printing 1,000 copies per hour by hand power, size of Table 26 by 33 inches, manufactured by WILLIAM DAWSON and SONS. Has Pointing Apparatus, &c., &c., complete, and is in first rate working order.
For further Particulars, address "P. P. H.," care of the Office of this Paper.
212 Hongkong, 14th February, 1876.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %, on the premia.
NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1876.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorising them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.
A Discount of 20 % allowed.
HOLLIDAY, WISE & Co.,
Agents.
48 Hongkong, 8th January, 1875.

THE LONDON ASSURANCE,

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.
A discount of 20 % allowed.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1968 Hongkong 26th July, 1872.

Intimations.

TREASURY BILLS.

TENDERS of SPECIE, Mexican Dollars current in the Colony, weighing 7.1.7. in exchange for Bills drawn at 30 days' sight, on the Lords Commissioners of Her Majesty's Treasury, will be RECEIVED by the Treasurer until Noon TO-DAY, the 5th instant.
The Tenderers to state the Total Amount required, and the Amount for which each Bill should be drawn; but no Bills will be drawn for sums below £1,000.
The Tenders to be in duplicate, in Sealed Covers, addressed "Tender for Treasury Bills."
The right to accept, or reject any or all of the tenders is reserved.
C. B. SHERVINTON,
Lieutenant-Colonel,
Assistant Commissary-General.
H.M.'s Treasury, Commissariat Buildings,
Queen's Road, Hongkong,
1st April, 1876. [433

SPANISH CONSULATE, HONGKONG.

TENDERS for the CONSTRUCTION of SIX BOILERS for Spanish Men-of-War will be RECEIVED at this Consulate until the 22nd April next, at Noon.
No proposition will be admitted if it exceed the price fixed by Government and do not agree with the Form, Conditions, and Plans, which will be exposed at the Office of the Consulate every working day from 11 A.M. to 3 P.M.
A. FARAUDO,
Consul for Spain.
406 Hongkong, 29th March, 1876.

MACEWEN, FRICKEL & Co. have for Sale,
EX LATE ARRIVALS:—
BUNTING, Assorted Colours.
LIFE BUOYS.
Lipscombe's PATENT FILTERS.
INDIA-RUBBER SUCTION HOSE.
LOWMOOR IRON PLATES.
STAFFORDSHIRE IRON PLATES.
BOILER TUBES, Assorted Sizes.
BOILER RIVETS, Assorted Sizes.
BEST STAFFORDSHIRE ANGLE IRON.
ENGLISH YELLOW SOAP.
SOFT SOAP.
HUNDOCK'S PAINTS and OILS.
PORTLAND CEMENT.
COAL SCOOPS.
SAPOLIO.
GOVERNMENT NAVY CANVAS.
HENDY'S SEAMING and ROPING TWINE.
AMERICAN NAVY OAKUM.
AMERICAN ASH OARS.
COPAL VARNISH.
BROWN OXIDE PAINT.
BOILER FELT.
SHEATHING FELT.
CHLORIDE OF LIME. POTASS.
ENGLISH COTTON WASTE.
A FRESH LOT OF
ENGLISH BACON.
ENGLISH CHEESE.
AMERICAN HAMS and BACON.
BROWN and POLSON'S CORN FLOUR, in 1lb. Packets.
GOLDEN GATE FLOUR, in Barrels.
14 Hongkong, 1st April, 1876.

NOTICE TO CREDITORS.

NOTICE is hereby given, that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JOHN WOTHERSPOON, late of Bangkok, in the Kingdom of Siam, who died on the 6th day of July, 1871, and whose Will was duly proved in the Probate Jurisdiction of the Supreme Court of Hongkong by WILLIAM HENRY BRERETON, of 29, Queen's Road, Hongkong, Solicitor, to whom Letters of Administration with the Will annexed were duly granted by the said Court on the 10th day of March, 1876, are hereby required to SEND in writing the PARTICULARS of their Claims or Demands to the said WILLIAM HENRY BRERETON, on or before the 1st day of July next; and notice is hereby also given, that at the expiration of the last mentioned day the said WILLIAM HENRY BRERETON will proceed to distribute the Assets of the said JOHN WOTHERSPOON among the parties entitled thereto, having regard to the Claims of which he has then had notice; and that the said WILLIAM HENRY BRERETON will not be liable for the Assets or any part thereof so distributed to any person of whose Claims he has not had notice at the time of the distribution.
Dated this 29th day of March, 1876.
W. H. BRERETON,
29, Queen's Road, Hongkong,
Solicitor.
6w 416]

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL.....£250,000.

THE Undersigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue POLICIES of FIRE INSURANCE at Current Rates.
ADAMSON, BELL & Co.
385 Hongkong, 24th March, 1876.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL.....£500,000.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue POLICIES of MARINE INSURANCE at Current Rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.
ADAMSON, BELL & Co.
Hongkong, 24th March, 1876.

NOTE.—By the Company's Articles of Association it is provided that after payment to the Shareholders of a dividend of 10 per cent. per annum, one-fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year. [396

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rates of premia will be allowed upon insurances effected with this Company.
DOUGLAS LAPRAIK & Co.,
Agents.
tf 1192 Hongkong, 2th June, 1872.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $42,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with the Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

Intimations.

NOTICE.

A CHORAL FESTIVAL will be held in ST. JOHN'S CATHEDRAL on EASTER TUESDAY, at 4 P.M.
Mendelssohn's Cantate "Lauda Sion" will be sung.
443 Hongkong, 5th April, 1876.

FOR SHANGHAI.

THE Steamship
"OLYMPIA,"
F. Nagel, Master, will be despatched for the above Port TO-MORROW, the 6th instant, at 3 P.M.
For Freight, apply to
SIEMSSEN & Co.,
Agents.
34 446 Hongkong, 4th April, 1876.

FOR SHANGHAI.

THE Steamship
"YANGTZE,"
E. Schultze, Master, will be despatched for the above Port on FRIDAY, the 7th instant, at 2 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
4d 447 Hongkong, 4th April, 1876.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

FIRST-CLASS FARE on the Hongkong and Canton route has been REDUCED to $3 for single trip, and $5 return.
By order.
P. A. DA COSTA,
Secretary.
445 Hongkong, 3rd April, 1876.

CHINA NAVIGATION COMPANY, LIMITED.

ON and after this date the SALOON FARE per Steamer "ICHANG" will be $3.00 for single trip to Canton, and $5.00 return.
BUTTERFIELD & SWIRE,
Agents.
7d 432 Hongkong, 1st April, 1876.

TO SHIPPERS TO COOKTOWN.

THE Undersigned are prepared to receive CONSIGNMENTS of EASTERN PRODUCE; and, if necessary, will honor DRAFTS drawn against same for One Half the Amount.
S. BENJAMIN & Co.,
Wholesale Grocers,
Wine, Spirit, and General Merchants,
COOKTOWN.
418]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

A SPECIAL AGENCY of the Company has been Opened in London, under the Management of Mr. WALDEMAR SCHMIDT, at 3, St. Michael's Alley, Cornhill.
By order,
W. H. RAY,
Secretary.
1m 408 Hongkong, 28th March, 1876.

ALL Persons having any CLAIMS against the Estate of the late A. MARCUS DALY, and all Persons indebted to the same are requested to communicate immediately with the Undersigned.
H. LOWCOCK, Executor.
1m 360 Hongkong, 18th March, 1876.

CHINA AND JAPAN MARINE INSURANCE COMPANY, IN LIQUIDATION.

DIVIDEND No. 2.

NOTICE TO SHAREHOLDERS.

ON and after the 3rd APRIL, a SECOND DIVIDEND of Twenty-five Taels (Tls. 25.00) per SHARE will be PAYABLE at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai.
Warrants will be delivered upon presentation of the Scrip for endorsement at the Head Office, on and after the 29th instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 25th March to the 3rd April, both days inclusive.
By Order of the Liquidators,
JOHN DUNN,
Acting Secretary.
371 Shanghai, 9th March, 1876.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.
TIFFIN at ONE. DINNER at SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1875. Price Ten Dollars.
Apply at the *Daily Press* Office.
Hongkong, March, 1876.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.
NELCHERS & Co.,
Agents, Royal Insurance Company.
tf 1790 Hongkong, 27th March, 1876.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.
1y 944 Hongkong, 18th June, 1875.

LUBECK FIRE INSURANCE COMPANY OF LUBECK.

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to accept risks against Fire at current rates, subject to a discount of 20 %.
EDUARD SCHELLHASS & Co.,
3m 89] General Agents.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—
MARINE RISKS.
Policies at current rates, payable either here in London, or at the principal ports of India, Australia, and the East.
A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.
FIRE RISKS.
Policies granted on First-class Buildings to an extent of $20,000.
A DISCOUNT of TWENTY PER CENT. (20 %) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.
RUSSELL & Co.,
Agents.
1 Hongkong, 1st January, 1874.

STEAMSHIP *OLYMPIA*, FROM HAMBURG, PENANG, AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that the Cargo is being landed and stored at their risk into the Godowns of the Undersigned, whence delivery may be obtained.
Goods remaining in store after the 10th instant will be subject to rent.
Optional Cargo will be forwarded on unless applied for by the Consignees before 2 P.M. TO-MORROW (Monday), the 3rd instant.
Bills of Lading will be countersigned by
SIEMSSEN & Co.,
Agents.
455 Hongkong, 3rd April, 1876.

Intimations.

NAVAL AND MILITARY ATHLETIC SPORTS.

With the kind permission of H.E. Major-General the Hon. F. COLBORNE, C.B., and under the Patronage of H.E. the Governor, Sir ARTHUR KENNEDY, C.B., K.C.M.G., Vice-Admiral RYDER, and H.E. Major-General the Hon. F. COLBORNE, C.B., the above SPORTS will be held
ON THE CRICKET GROUND,
On FRIDAY and SATURDAY,
7th and 8th April, 1876.

COMMITTEE.

Commodore J. E. PARISH, President.
Lieutenant-Colonel C. A. S. DICKINS, 28th Regiment, Vice-President.

MEMBERS.

Commander DUPUIS, R.N.
Lieutenant-Commander PAUL, R.N.
Lieutenant GODRICH, R.N.
Major BUDGEN, R.A.
Lieutenant GODSAL R.E.
Major BRODIGAN, 23th Regiment.
Assistant-Commissary GAMMELL, Commissariat Department.

NOW READY.

THE CHRONICLE AND DIRECTORY FOR 1876,

With which is incorporated "THE CHINA DIRECTORY."

THIS Work, in the FOURTEENTH year of its existence, is NOW READY FOR SALE.

It has to compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the "CHRONICLE AND DIRECTORY FOR 1876" contains a

CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG; THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE A THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(Designed expressly for the Work,)

MAPS OF HONGKONG, JAPAN, THE P. & O. COMPANY'S ROUTES, AND THE COAST OF CHINA;

ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The present Volume also contains a Directory of Singapore.

The CHRONICLE and DIRECTORY is now the only publication of its kind for China and Japan.

The Directory is published in two Forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

MACAO.....Mr. L. A. de Grença.
SWATOW.....Messrs. Quelch and Campbell.
AMOY.....Messrs. Wilson, Nicholls & Co.
FORMOSA.....Messrs. Wilson, Nicholls & Co.
FOOCHOW.....Messrs. Hedge & Co.
NINGPO.....Messrs. Kelly & Co., Shanghai.
SHANGHAI.....Messrs. Hall & Holtz.
SHANGHAI.....Messrs. Kelly & Co.
HANKOW and RIVER PORTS } Messrs. Hall & Holtz and Kelly & Co., Shanghai.
CHEFOO and NEWCHWANG } Messrs. Hall & Holtz and Kelly & Co., Shanghai.
TIENTSIN and PEKING } Messrs. Hall & Holtz and Kelly & Co., Shanghai.
NAGASAKI.....The C. and J. Trading Co.
HIOGO, OSAKA.The C. and J. Trading Co.
YOKOHAMA.....Messrs. Lane, Crawford & Co.
YOKOHAMA.....Mr. C. D. Moss, *Japan Gazette* Office.
MANILA.....Messrs. J. de Loyzaga & Co.
SAIGON.....Mr. J. H. Bloom, *Independant* Office.
SINGAPORE.....Messrs. Biddelow and Martin.
BANGKOK.....Messrs. Malherbe, Jullien & Co.
LONDON.....Mr. F. Algar, Clement's Lane.
LONDON.....Mr. Geo. Street, 30, Cornhill.
LONDON.....Messrs. Bates, Henry & Co.
SAN FRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.....Messrs. S. M. Pettingill & Co., 37, Park Row.

Hongkong, January 3rd, 1876.

The Daily Press.

HONGKONG, APRIL 5TH, 1876.

THE *Shanghai Courier* informs its readers that a scheme for the establishment of a Mint has already been submitted, privately, to the Authorities at Peking, and urges that the resolution of the Shanghai Chamber of Commerce should be acted upon, as it is likely to receive support. This piece of news is very likely to be correct, for Sir THOMAS WADE is, beyond doubt, favourable to such a scheme. As we mentioned the other day, he endeavoured so far back as 1861 to impress the importance of this question upon the veteran statesman, WEN SIANG, with, however, very little effect. After the lapse of fifteen years, it is possible he may meet with more success, as the experience gained in that interval, and the somewhat altered conditions, may dispose the Chinese officials to listen more readily to his arguments. Other reasons will, perhaps, also serve to influence them in favour of the scheme, which they can easily see will not be without its pecuniary advantages. Just now they are somewhat short of funds, and would no doubt be glad to welcome a legitimate contribution to the Imperial exchequer. The people of Shanghai should, however, as our contemporary observes, lose no time in taking action in the matter. It is always well to strike when the iron is hot. The mercantile communities throughout China, both foreign and native, feel considerable interest in the question, and it is to be hoped that the Chinese Government may be induced to give heed to the advice of the British Minister on this occasion. At all events, the matter is worth an effort, for even if the Peking officials prove unpersuadable it would probably not have been altogether thrown away, for they might turn out more tractable at some future time.

THE text of the Treaty between Japan and Corea has at length been published, and will be found in another column. The outline of it which has already appeared gave a very fair and tolerably correct idea of the provisions of the Treaty, and there is really but little further information to be gleaned from a perusal of the document itself. It strikes us, however, that the opening of the Corean ports is delayed to a most unreasonable time. Neither of the two new ports are, it appears, to be opened within twenty months from the first of February last. Why so long an interval should be allowed to elapse, it is difficult to imagine; but in all probability it was stipulated by the Corean Government, anxious, no doubt, to retain their exclusiveness undisturbed up to the latest date possible. A Western nation would have protested strongly against such an utterly uncalled for postponement of the event, but it was, doubtless, calmly acquiesced in by the Japanese Envoys, who naturally entertain a good deal of fellow feeling with the procrastinating Coreans. Time is never of very serious importance to Oriental nations; they feel little sympathy with the eager, impatient Western, who chafes at obstacles and frets at delay. The main provisions of the Treaty have been commented on before, but the clause relating to extra-territorial jurisdiction has not been referred to. This is worthy of attention, inasmuch as its insertion must be held to prove, beyond all question, that the Japanese Government recognise the justice and even necessity of a provision of this sort in the intercourse between nations of different degrees of civilisation. As the *Japan Mail* points out, if the Japanese, "neighbours of the Coreans, kinsmen by race, worshippers at the same shrines, and deriving their laws and literature from the same source, think it necessary to insert such a clause in their treaty, how much more necessary is it for us Western men, whose origin, faith, laws, customs, habits of thought and feeling differ so widely from theirs to do so? This question is not one of sentiment and national pride alone. It is one of reason, fortitude, and good sense." The Japanese have lately been agitating loudly for the excision of this clause from the foreign treaties with them, and have for years considered it a grievance. Their pride and vanity are in arms against it, because they regard it as a proof that they are not ranked on an equality with the nations of the West, and hence the opposition they exhibit towards it. But though they smart under the galling sense of implied inferiority it begets in their minds, they have not hesitated to insist upon it forming one of the articles in their new treaty with Corea. Of course they did quite right, and no one will dream of blaming them for taking so obviously prudent a precaution, but they must see, on consideration, that by adopting such a course they have quietly endorsed the policy of Western Powers in adhering to it in their treaties. The day will come when the clause can be dispensed with by foreigners in Japan, and that period will not, we are sure, be put off longer than can be helped. At present, however, there are excellent reasons for its retention, and the Japanese must be content to wait for its abolition. They are daily making fresh advances in the path of progress, and may console themselves with the knowledge that they will in due time attain to maturity as a civilised nation.

An inquiry into the loss of the O.R.S. Company's steamer *Orestes* off Galle has resulted in the suspension of Captain Bewley's certificate for six months.

In noticing the fact that 600 mules were expected from India for the use of the Yunnan Mission escort, the *Rangoon Mail* says:—It is very evident the Government is not disposed to place much reliance on the promises of the Mandalay Court to supply carriage for the party—and very wisely too. The building of temporary barracks at Bhamo does not count for much. There is little doubt that the escort question is very unpopular at Mandalay, and everything short of actual opposition will be done to delay the passage of the troops until the season is too far advanced for them to proceed until the approach of the rainy season settles the point. We believe that telegrams freely pass between the Imperial and local Governments on this subject."

We hear (observes the *Shanghai Courier*) with interest, not untinctured by surprise, that Mahometanism is making very rapid strides in many of the distant provinces of China. Not only, too, is the religion itself spreading thus suddenly and swiftly, but the Chinese followers of the Prophet appear ripe for an insurrection, and it is feared that the entire provinces of Kansuh, Shensi, and Kweichow may ere long be in a condition of open revolt. It is of course possible, too, that the native Moslems may be supported by the Poongans and other fanatical and warlike tribes. It is reported that Tso Tsung-t'an is in severe straits and fears still further embarrassments unless he receives very considerable reinforcements without delay. This is indispensable. Tso is a man of great ability; he is not only courageous as a soldier, but an excellent tactician, and fully competent to direct military operations. He labours, however, under the grievous disadvantage of bad weapons. Not gingalls, or barbarous bows and arrows; but inferior, in fact condemned, rifles, explosive fire-arms and almost non-explosive gunpowder. It is bad policy on the part of the Chinese Government to permit a large and valuable army to be so wretchedly provisioned with the munitions of war.

POLICE INTELLIGENCE

April 4th.

BEFORE JAMES RUSSELL, ESQ.

COUNTERFEIT COIN.

Ow Aching, a shopman, was charged by Man Alab, a tailor, with wilfully passing on him a counterfeit Hongkong dollar.

The prosecutor said at 5 p.m. on the 3rd. he went to the prisoner's shop and asked him to change a $5 note. He received three Mexican and two Hongkong dollars. The Mexicans were chopped, but he refused to chop the Hongkong coin. He took four of the dollars and paid to a shop where he owed money; the other one he took to a pawnbroker to redeem goods. The pawnbroker looked at it and pronounced it bad. He put a mark on it and went to the prisoner's shop and asked him to change it. He refused to do so, and he made a noise about it. The prisoner said he would lose half a dollar of it. Some of the shoppeople told him to come and take meals. He then called a constable and gave prisoner into custody.

Ng Alun, shroff of the Court, said the value of the coin produced was 20 cents. It was one which might pass easily.

The prisoner, who appears to bear a good character, was discharged.

FIGHTING IN THE STREET.

Ronaldo Lopez, Juan Sabar, watchmen, unemployed, and Amalia Maria Sabas, a married woman, were charged by Chinese constable No. 30 with fighting and creating a disturbance in the public street.

The constable said the third prisoner told him the first prisoner wanted to stab her with a knife. At the time he was under the influence of drink.

The first prisoner admitted he had had drink, and had a dispute with the second prisoner.

The first prisoner was fined $1, in default, four days' imprisonment, and the other two were discharged.

UNLAWFUL POSSESSION.

Sz Sui Lim, a prostitute, was charged with the unlawful possession of nineteen silk pocket handkerchiefs stolen from the Kwong Tai silk shop on the 25th March, and pawned by her at the Yu Wo pawn shop.

Leung Akwok said he was a shopman at the Kwong Tai silk shop, Jervois Street. On the 25th March about 9 a.m. a man came to his shop and bargained for some silk handkerchiefs. He wanted 20 large and 20 small ones. He agreed to pay $6.20 for the large ones and $4.20 for the small ones. He asked witness to send the goods to the Tai Tai shop in Bonham Strand. He sent a coolie with them, who returned and told him the man had run away with the handkerchiefs. He recognised the handkerchiefs produced as the ones which he had given to the coolie.

Tsoi Akan, a cook in the shop, said he was the one who went with the man to the Tai Tai shop to take the handkerchiefs. When they got to the outside of the shop, the man asked him to give him the handkerchiefs to take up to show them to some friends. He followed him up stairs. There was nobody there. He told him to wait till he showed them. He remained on the stairs and the man did not return. He was only to hand them over on the payment of the price, which was $10.50.

Ng Ates, the accountant at the Yu Wo pawnshop in West Street, said the prisoner pawned the 19 silk handkerchiefs produced on the 28th March. She gave him then the name of Lee Alin No. 2 Cheung Shing lane, Taipingshan. She told him that a man who owed her money gave her the handkerchiefs.

This case it turned out merged itself into one brought before the Hon. C. May yesterday, wherein a man named How Alim was charged with the larceny of a silver watch and the unlawful possession of a pawn-tickets for another watch and for 19 silk pocket handkerchiefs. The woman was remanded to be tried with him. The man How Alim was brought out, and the owner of the second watch came forward and made a second charge, and the owner of the handkerchiefs made a third charge against him of the larceny of the property. The Hon. C. May remanded the two charges against him, as well as the charge against the women, until the 10th.

STABBING A MALAY.

Juan P. Marie Pondie, a seaman on board the French barque *Noemi*, was charged with cutting a Malay seaman with a knife.

Osmond Bertho, chief officer on board, said on Sunday night about midnight the captain and himself were roused from their beds by a disturbance. The Malay crew were at the outer part of the forecastle with lights. One of them was bleeding. He charged the prisoner with cutting him with a knife. The prisoner was drunk and very excited, and they had to confine him on board. The captain saw the Consul yesterday, and the prisoner was given into custody in the afternoon. There had been a great disturbance in the ship the whole evening and they had to turn out two or three times. The prisoner had been in the ship three months, and was shipped in Shanghai. There were eight Malays on board.

In answer to the prisoner, witness said he did not strike him when he was tied to the spar.

Maderes, a seaman on board, said at eleven o'clock he was sleeping in his bunk and had been laid up with fever for the previous five or six days. The prisoner came up and gave him a kick with his boot and stabbed him in the left knee with a knife. He called out "come and save life." The Malay came and seized the prisoner and took him away. A Malay took the knife from him.

Alexander Anoam, master of the barque, said the prisoner was very unruly and drunk on Sunday night and he warned him several times. At length he told him he would have to put him in irons. The prisoner said he should not, and run into the fore scuttle. He then put the hatch on to keep him there, but he got a bar of iron and broke the padlock about 1 o'clock, at which time he heard the cry that a knife was being used. He went and found a Malay with a knife, which he gave to him. All the Malays armed themselves with belaying pins. The prisoner then begged pardon, and he had him made fast to a spar. The prisoner is a bad character.

The prisoner, who said the Malays called him out of his name, was sent to six weeks' hard labour.

DESTROYING TREES.

Lo Ayat and Sun Afui, two coolies, were charged by P.C. McFarland with cutting down trees on the Pokfulam Road. They were fined $5 each, and ordered to be exposed in the stocks one hour.

UNLAWFUL POSSESSION.

Cheung A I, a horse coolie to Mr. Creagh, was charged with the unlawful possession of a cask, the property of the Government.

He was fined $2.

SUPREME COURT.

April 4th.

SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

DEBT ADMITTED.

KWOK ONG. UN ASEN, $162.06.—In this case Mr. Mossop appeared for plaintiff and stated that defendant admitted the debt and was willing to pay by instalments. Plaintiff was willing to accept any reasonable offer. It appeared defendant had been cook on a vessel, and had been arrested for the debt on the arrival of the vessel in the harbour, a week ago.

An order for immediate execution was given, which Mr. Mossop said he would forego if defendant was allowed to take his situation again and would pay by instalments.

GARNISHEE CASE.

CHOONG ACHOW v. LAI ACHOW.—This was a garnishee case, in which Mr. Wotton appeared for the plaintiff. Defendant, who has left the Colony, had contracted to build some houses for Dr. Young and Mr. Algar on lots Nos. 596 and 597, West Point. These gentlemen were called to prove what amount was due from them to the defendant.

Dr. Young said his contract was for $2800. He had paid two instalments of $500 each and there would be another $500 due when the roofs were tiled. The roof was partially put on three houses, and there was therefore something more due than had been actually paid.

Mr. Algar said he had overpaid defendant for the work done.

An order was made for any money due to be paid into court.

Defendant appeared in a case before the court a short time ago when his sanity was questioned. Mr. Algar, in reply to his Lordship, said the defendant was a very excellent man, but he had behaved strangely of late.

BREACH OF CONTRACT.

A. O. MARQUES v. WONG SUEY SING, $309.50.—Mr. Brereton was for plaintiff, and Mr. Holmes for defendant. Judgment was now delivered as follows:—

This is an action brought to recover $309.14 as damages for a breach of contract, on the part of the defendant. The contract made on the 27th November, 1875, between Mr. Bastos, as agent for the plaintiff, and the defendant, was for the sale of 1,000 kerosine lamps and burners with glass appendages according to pattern, to be delivered in one week, at 40 cents per lamp. Fifty dollars bargain money was paid. The time stipulated seems to have been waived—as on the 8th of December I find that 500 were delivered, 250 being according to pattern with an oblong shaped burner, and 250 with a round burner, defendant receiving $175 from Mr. Bastos in payment. On the 21st January 500 more lamps were sent of the round pattern, at 37 cents each, and Mr. Bastos paid for them $160 on the same day. These were sent to Macao, and were rejected by the plaintiff as not being according to pattern. It seems that the plaintiff had made a contract with the Macao Government authorities to supply them with 1,000 kerosine lamps at 90 cents each according to a pattern. The contract was made by Mr. Bastos in his own name with the defendant, but he says that he told the defendant that he was buying for plaintiff, and that the Macao Government would buy from him. The defendant, however, and his witness deny. The first bargain was for 500 only, but Mr. Bastos said that in another week he would take another 500. At the end of February Mr. Bastos went to the defendant's shop and said "the Government did not want the 500 last sent as they were wrong." The defendant was asked to change the burners and tried to do so, but seems to have been only able to provide 120 according to sample, 120 of another pattern and 130 of a third, the balance not being delivered. These 373 burners have been rejected, but the globes have have been retained by the plaintiff. The plaintiff has abandoned any right he might have had to rescind the contract and recover the price paid in advance in money had and received to his use, and claims damages for the loss of his bargain with the Macao Government. The defendant, on the other hand, asserts he made the contract with Bastos as principal, he entered the dealing and the payments made under the name of Bastos in his books, and that although he knew the lamps were sent to Macao, he knew nothing of the plaintiff or of his contract with the Government there. He first saw the plaintiff, he says, on February 12th of this year. The defendant asserts that the round pattern of burner was the one chosen, not the oblong one, and that the chimney of the round pattern which is long and narrow, not the burner, was objected to. Now Bastos had received a burner of the oblong pattern from the plaintiff, and this he says he showed the defendant when the contract was made. I am of opinion that this is the fact, and that the contract was for the oblong burner—for the reasons assigned by the plaintiffs' counsel that defendant had (750) of the round shape and could have supplied 500 of those in the first instance or very soon afterwards. The question therefore is whether the plaintiff can recover any, and what damages, for the breach of contract. This is often a very difficult question to deal with, and here the facts, however, are complicated. The rules laid down cannot always be easily applied. Hadley v. Baxendale, 23 L.J. Ex. 179. Portman v. Middleton, 27 L.J.C.P. 231. Cory v. The Thames Iron Works, p. 181 are now the leading authorities. Chief Baron Pollock in Wilson v. The Newport Dock Company says the rule laid down in Hadley v. Baxendale, L.R. Ex. p. 189 was intended to settle the law. Mayne says in his work on damages p. 13.—"The rule presents an alternative. Damages must either be such as may fairly and reasonably be considered as arising naturally, i.e. according to the usual course of things, from such breach of contract itself," or such as may reasonably be supposed to have been in the contemplation of both parties at the time they made the contract as the probable result of a breach of it. Justice Blackburn, in commenting on this subject, the case above referred to, in Cory v. The Thames Iron Works Co., L.R. 30 R. 181, says it down that the "circumstances must be known, and the consequences of the non-fulfilment of the contract to the defaulting party." The reason being that if he is to be made liable for exceptional and unusual damages, it is only fair that he should know beforehand the risk he incurs. Now it cannot be said that the natural result of a breach of contract with Mr. Bastos was that the defendant should pay 90 cents for lamps, he was selling at 40. Nor is there any sufficient proof, I may say any proof, that the defendant knew of the contract between the plaintiff and the Macao Government, much less of the terms as to price. The damages are clearly exceptional, and, before he can recover, the plaintiff must bring home to the defendant's knowledge of the contract and all the circumstances, as it seems to me, which he has failed to do. The course the plaintiff ought to have taken was to give notice to the defendant to take back the lamps which did not conform to the sample, and on his refusal to do so, to sell them, and sue defendant for any difference between the contract and the selling price. In this case the lamps supplied were more expensive than those contracted for. Verdict for the defendant.

UNDISPUTED DEBT.

ADDIMANY. VANDENBERG, $21.—The debt was admitted but defendant asked for 15 days' time in which to pay. Plaintiff said he could have a month if he liked, but he had waited since October.—Judgment for plaintiff.

DISPUTE ON PORTRAITS.

LO SING PO v. LAESEN AND OTHERS.—In this case plaintiff, a portrait painter, summoned six sailors from the German bark *Nicobe* for sums varying in amount from $3 to $10.50 for painting their portraits.

Defendants said the portraits were large copies from photographs and were "no good," they were not like them. They further said that plaintiff had agreed to wait until they got their money from Hamburg, which they had not yet received.

His Lordship told the parties they had better arrange the matter, and adjourned the case until Thursday in order that this might be done, and recommended plaintiff to reduce his charges. If no arrangement was come to, he said the defendants would have to bring their portraits in order that he might see what was the matter with them.

THE "SCOTLAND" AGAIN.

TAYLOR v. JAMES, $20.—This case was before the Court on the 24th August last and has been pending since that date. It was a claim for commission in securing a charter for the steamer *Scotland*. A writ of attachment had been issued on Messrs. Turner & Co. and Mr. Toller as garnishees. Mr. Brereton appeared for the plaintiff and Mr. Toller for the garnishees. An affidavit had been filed by the plaintiff, and the case was now brought before the court in order that he might be examined upon it.

The plaintiff said the affidavit was correct. He asked Mr. Ryrie for commission—on the first occasion for 2½ per cent. and Mr. Ryrie refused to give him that amount. He subsequently had a meeting with Captain James and the latter agreed to give him one per cent. out of the cumshaw he was to get from Ah Ton, the charterer. In evidence at the arbitration it came out that Captain James had received $1,000 cumshaw, and he said he could come round and settle with plaintiff but he never did so.

By Mr. Johnson—He had received one per cent. commission from Messrs. Turner and Co., the agents. His arrangement with Captain James was not that the latter would pay him one per cent. commission if he could not get any commission from Messrs. Turner and Co. The arrangement was simply that Captain James was to pay him one per cent.

Judgment was reserved.

AN IMPUDENT CLAIM.

LUK WONG v. MARTY, $6.40.—This was a claim for wages. On the 29th February plaintiff was charged at the Police Court with the larceny of $9, Mrs. Marty saying she had by mistake given him that amount above what was due to him. He was convicted and sentenced to six months' imprisonment, but a doubt having been afterwards raised as to whether the offence was an indictable one or not the case was sent to the Criminal Sessions, when a *nolle prosequi* was entered. The plaintiff now brought the present action to recover $6.40 which amount he alleged was still due to him for wages.

Evidence having been taken,

His Lordship told plaintiff he had no doubt at all that Mrs. Marty had by mistake given him a $10 note instead of $1 note, and it was very nearly a criminal offence. Mrs. Marty could have brought an action to recover the amount. She had not done so, but in this case she had pleaded payment, and he would hold that she had paid plaintiff, and therefore give judgment for defendant.

INQUEST.

An inquest was held yesterday at the Government Civil Hospital, before James Russell, Esq., Coroner, and a jury comprising Messrs. E. Herbert, E. E. da Silva and E. da Cruz, on the body of Ng Atim, a stone cutter, 20 years of age, who met his death at Tai Kok Tsui by being buried in a land-slip on Monday.

Cheong Asow said he saw five men taking shelter under the embankment during a heavy fall of rain, when suddenly the bank fell and they were all buried. He with others dug them out. All were injured, more or less, but the deceased was dead.

Dr. Wheaty described the body to be wholly crushed.

The jury returned a verdict of "Accidental death".

HANGCHOW.

I availed myself a few days ago of an invitation that I had held for some time, to visit the Arsenal here. I was very kindly received by a pupil acquaintance who had extended the invitation, and who seemed to take pleasure and a degree of pride in conducting me over the premises. Though I did not see much worthy of reporting, you may yet be interested in knowing what I saw. The premises are quite extensive, and are entirely under the management of Chinese. The workmen, of whom there are only about twenty, all told, are principally drawn from the Arsenals at Shanghai and Nanking. Whether the above number includes the overseers, or only the under hands, I did not find out. When the Arsenal was first commenced, the men were all permitted to leave off work on the Christian Sabbath. This practice has been abandoned now for some time. The men have two holidays in the month now, instead of four as formerly. There is a little steam engine in one of the sheds, but it was not in motion, and did not seem to have been in motion for some time, though the gearing seemed to be in running order. It is said that percussion caps are to be manufactured in the place, though none have been as yet. I was shown some forty or fifty mounted cannon, and was told that they had been made in the establishment, and had been taken out to the river bank some time ago, and tested, and they are now regarded as fit for service. Some bombshells were also in process of being made, but I did not see any that seemed finished. The shoys, with some old, broken, rusty muskets, which I did not examine, are all the "munitions of war" that I saw. Perhaps I should not neglect to mention a little boat, something like a Shanghai houseboat, though not nearly so large, which was provided with a screw propeller. The boat was built in the establishment; the propeller is turned by a handle; but as the vessel has never been in water, of which there is none near the place, one cannot say whether the model is complete. The Arsenal has now been in operation for a year or two and from the above it will be seen that all that it has contributed yet towards furnishing the means for repelling a foreign invasion, is very influtesimal indeed.

On my way home, I passed a *p'aifang*, or honorary gateway, which has a history, in part as follows:—Some time in the Ming dynasty, now from three to five hundred years ago, there was a man named Yu, who lived in Hangchow; among his younger children there was one named Kyng, who from a very early period manifested more than an ordinary amount of literary ability, fortitude, and ambition. He had even in boyhood an intense desire to serve his country as a government officer, and had besought the gods to direct him in the path he should choose. One night a god—Kwan-ti, I believe—appeared to him in a dream and told him that he must go to his sister-in-law to find out his fate and work in life. His sister-in-law had an extraordinary readiness and flow of speech, which did not always assume the most chaste and classic channel to flow in; as she and he had had many quarrels in both sport and earnest, he felt abashed to go and consult her on such a serious affair. But like Aeneas of old "keeping his eyes fixed on the commands of the gods," having dressed in his best he visited his termagant sister-in-law. When he told her his errand, she ridiculed the idea of such a "heaven-condemned" fellow troubling his head about the place in the government; that he was to occupy. He insisted, however, that she should tell him his future rank as a mandarin; and she told him that he need not expect the eighth or ninth grade, though he might secure the first or second. He was highly pleased, as contrary to the women's expectation, the lighter the number the lower the rank—the ninth rank being the lowest, and the first the highest that can be obtained. He of course paid no attention to the name by which she addressed him—Tien-eah being a common expression in the mouth of a scold; besides she was his sister-in-law; and even if a scold, a good friend. He passed successfully his literary examinations; and after receiving the first government appointment, his promotion was marked and rapid. He was a minister of distinguished talent and virtue. But like every other such minister, especially in a corrupt time, he had his enemies in abundance. Crimes of which he was never guilty were hunted up and proven in secret, so as to satisfy the Emperor; and Yu was made to feel that "Heaven-condemned," the title by which he had been addressed, as he thought only in playfulness, by his sister-in-law formerly, also part of the oracle she was to deliver to him. He was sacrificed, and his Monarch found, when it was too late to recall the life that he had been deceived. And the tablet arch with which I commenced this part of the article, hands down the story of the Monarch's grief for the loss of his minister, and furnishes another of the many legends which the future Longfellow will find in abundance when he comes to write the Chinese "Hiawatha."—*N. C. Daily News.*

YEDO.

A public garden on the grounds of the ex-Daimio Todo, on the Sumida river, Tokio, has been opened.

A few days ago twenty persons keeping rabbits without having paid the rabbit tax, were discovered in Tokio and taken to the Police Station.

The *Naimusho* has commenced to rebuild its offices, taking a European pattern for the new edifices which will cover an area of five hundred *tsubo* (18,000 square feet).

On the 22nd ultimo, Mr. Torio, Vice-minister at War, and Mr. Oyama, third Minister at War, gave a splendid banquet at the Obamagoten to six of the officers of the French Military Mission.

The *Hochi-shimbun* says that, about the middle of next month, the Mitsu Bishi Mail Steamship Company with open a new line between Akita and Niigata. Steamers will run from each end monthly.

The *Akebono Shimbun* says:—Owing to the daily increase in the number of professors of the Christian faith in Shiba, Tokio, many old shelves formerly used for the reception of the family idol are seen for sale in every furniture shop. Some people throw down and trample on their Buddhas and regret that they have ever bowed down before them.—*Japan Gazette.*

The *Choya Shimbun* notices the popularity of the *Sekkio Sarokuu*, a newspaper published under the auspices of the Buddhist priesthood. In order to satisfy the demand for copies, it has been found necessary to print two and even three editions.

A notification has been issued by the Prime Minister to the effect that Japanese travelling by foreign steamers on the coast must be provided with passes for which a charge of 25 *sen* will be made, and which must be applied for personally. Persons travelling without these passes, which will be demanded on arrival at destination, will be arrested by the police. The measure is obviously one of protection to the Japanese line of steamers against the competition of the P. & O. Company.—*Japan Mail.*

YOKOHAMA.

The *Mary Jane*, the brigantine which capsized in the gale which blew a few days ago, is again on the surface of the water. About 2 a.m. on the 24th ultimo, she inflated, the tide having fallen lower than her decks, and some of the water having been pumped out of her hold. The pumps were plied with a will all day; they sucked about four o'clock. About two o'clock, she was towed to Kanagawa into shallow water, as the captain wishes to see if her bottom is all right. Apparently she is none the worse for her immersion, beyond the carrying away of some of the head-gear. The hull, masts and standing rigging appear to be perfectly sound.

Captain Bridgford, R.M.A., having completed the alterations to the North Camp, that place has been formally converted into the Royal Naval Hospital. The patients were removed from the old Hospital by the Creek Side about a week ago, and the doctor, stewards, nurses, &c., moved their quarters on the 20th instant. The present Hospital has many advantages; it is situated on that part of the Bluff presenting the most extended view of the Bay; it will catch all the summer breezes; it is much larger than the one just vacated; and it is constructed so that, while there are more buildings, the approach from ward to ward and to the various quarters is more convenient. The small-pox and contagious disease wards are at a safe distance from the rest of the establishment, and the former altogether separate, having its own especial cook-house, nurse's rooms, &c. Officers, petty officers, engineers, marines, and seamen have each their allotted ward-rooms, whilst the doctors' quarters are within easy reach of all; and all spare ground has been laid out in pleasant looking grass plots, mounds, grottos, &c. The patients are still landed at the steps at the entrance to the Creek, being then conveyed to the hospital by a lane, which has been constructed, leading from the steps right up between the P. M. S. S. Co.'s compound, and the late French Barracks into the Hospital.—*Japan Gazette.*

The *Echo du Japon*, says:—We are informed that in very short time the Messageries Maritimes Company will transfer its head quarters at this end to Yokohama. The itinerary will be the same: only the large vessels will stop at Woosung, whence the remainder of the trip to Shanghai is often very difficult. From Woosung, where in future goods destined for Shanghai will be unloaded, a railway, already commenced, will be laid to the latter town. After the debarkation of goods for that port, the vessels will go on to Yokohama. As for the service of the Inland Sea, it will be carried on by the dependant vessels, which are now plying between Hongkong and Yokohama, but as far as Nagasaki only where stores of coal and many other things will be collected. We are not yet in possession of any precise or official detail of this innovation, which will prove a serious rivalry to the Mitsu Bishi Company; it has not been communicated to us official, but the appointment of Mr. Coull to the position of General Agent stamps it with the character of authenticity. It will be to the Foreign Settlement of Yokohama, and for us French, more particularly, a most fortunate event, and we congratulate ourselves upon it from every point of view.

NAGASAKI.

The *Rising Sun* hears that some officials belonging to the Military Department in Tokio have arrived in Nagasaki for the purpose of collecting materials for erecting barracks in Lono-ko. They are also engaging a number of mechanics and other workmen to have with them to execute the work. It seems that an agreement was made last year between the two nations, giving the Japanese Government the power of concentrating troops upon the Islands.

A rumour is current that the Mitsu Bishi Mail S. S. Co. intends sending the *Nanwamaru* to Corea twice a month, and the *Nagaya-maru* once a month, calling at Chikuzen, Iki, and Tsushima. There is probably a great deal of truth in the rumour, seeing that this Company has no less than 33 steamers, and it is only what may be expected after the satisfactory result of the negotiations between Japan and Corea.

A very important notification has been promulged, through the medium of H.B.M. Consul, in reference to the rate of exchange at the Custom House. It appears that up to the date of the notification it has been customary for the Customs officials, when calculating the original price of *ad valorem* imports from different foreign countries, to compute the value of the coins of said countries, according to the rate prevailing at the time. The Yedo Revenue Department has now made an order abolishing this custom, stating that in future the Japanese gold yen will be taken as the standard and the exchange calculated according to a Table of Values in use at the Custom Houses in Japan.

It is said that Admiral Ryder has given the sum of $80 for the repairing of the tomb-stones of deceased British sailors in the cemetery at this port.

George Wickham, steward of H.B.M.'s gunboat *Swinger*, has died in hospital from small-pox. Only the officers of the ship were present at the funeral, permission not being given to his shipmates to attend. The disease is still prevalent among the natives, but not to any great extent.

HIOGO.

The *News* reports an extraordinary meeting of the Municipal Council held to receive the Report of the Working Committee on the Recreation Ground, when a sum of $3,000 was voted to complete the works decided upon.

The drawing of the crews for the four-oared club race, at the forthcoming Regatta, has taken place, resulting as follows:—First heat: *Lorna.*—A. W. Gillingham, G. H. Pole, W. S. Lockhart, W. F. Page (str.), J. Gillingham (cox.) *Sylvia.*—B. H. Burns, H. J. Gorman, E. A. Valentine, T. Cockburn-Craircraft (str.), C. R. Simpson (cox.) Second Heat: *Sylvia.*—W. G. Skipworth, R. G. Walsh, F. Upton, F. Walsh (str.), R. Hughes (cox.) *Lorna.*—A. Costman, H. J. Tizjen, W. Peach, C. F. Walsh (str.), D. B. Taylor (cox.) The opening of the rowing season was marked by a procession of boats in the harbour.

The *Mainichi Shimbun* says a girl, whose parents refused to allow her to marry the man of her choice, went down to the beach to commit suicide. She met her lover and he persuaded her to forego her purpose and wait for happier times, when they could join their fates without fear of parents. As a pledge of their plighted troth they each cut off a little finger from one hand and presented each other with these touching keepsakes.

THE TREATY BETWEEN JAPAN AND COREA.

Notice is hereby given that the following Treaty has been made between Japan and Corea.

SAIJO-SANEYOSHI, Daijo-Daijin.

22nd March, 1876.

TREATY OF FRIENDSHIP.

Great Japan and Great Corea have passed many years in intimate friendship. Now, owing to the fact that the affection between the two countries is not yet quite complete (has been temporarily suspended), it is desirable to restore the former state of friendship and to confirm anew old friendly relations. So the Japanese Government has deputed Kuroda-Kiyotaka, Envoy Extraordinary, Minister Plenipotentiary, Sugi, and Kaita-ku-Chokuwan, and Inagye-Kaoru, Vice-Envoy Extraordinary, Minister Plenipotentiary and Gikuwan, and sent these two to the city of Koka of Corea. The Corean Government has on its part selected Shinken, Hauchinku-Totoku, and Injuneho, Fukuokuwan. The following articles have been agreed upon between them:—

Article 1.—The country of Corea is an independent State, and possesses equal rights with Japan. Hereafter both countries being desirous to maintain friendly relations, it is decided to amend those international regulations which promoted discord. In order to the promotion of the welfare of both countries free intercommunication will be established.

Article 2.—Fifteen months from now (date of treaty), the Japanese Government will send an envoy to the capital of Corea, where he will negotiate the affairs of trade with the Saiso-Hanaho. This envoy shall be free to stop in or return from Corea as he may think fit. The Corean Government will send to Japan any Envoy they please and he negotiate the affairs of trade in Tokio with the Gaima-Kio. This envoy shall also be free to stop or return at his free will.

Article 3.—For ten years hereafter in all communications between the two countries, Japan will use the Japanese character and its translation into Chinese, Corea will use Corean characters.

Article 4.—Hitherto the trade of the two countries has been conducted at a Japanese factory established at Fusan, in Corea. Hence forward ancient custom will be abolished, and tribute ships will no longer be expected to be sent from Corea to Japan. Under this treaty trade will be open between the two countries, and two ports will be opened to Japanese in places to be hereafter determined on, as mentioned in the next following article. In these said ports, Japanese may lease ground and build residences thereon, or rent houses from Coreans by mutual agreement.

Article 5.—The two most favorable ports along the sea coast of the five districts of Kinsten, Chinsei, Zenra, Keisho, and Kankio will be selected as the ports to be opened. They will be opened within twenty months from the first of February 1876 (9th Meiji in the Japanese calendar, and the 1st month of the Nedoshi, one of the twelve calendar signs, in the Corean calendar).

Article 6.—It is further provided that when any Japanese ships off the coast of Corea are unable to enter either of the open ports, through bad weather, or want of coals or provisions, they are permitted to avoid danger from the winds and waves by taking shelter in any bay or harbour; where they are also allowed to purchase any thing they want, and to repair any damages. Although all expenses must of course be borne by the owners of the vessel, the local officials and the people where any such case may happen must not neglect to help and accommodate the sufferers to the utmost of their power. In the case of ships of either country being wrecked on the coast of either other country, the people must give them every help and protection in their power. All such shipwrecked people must be taken back to their native country under escort of officials of the country where they were wrecked, or handed over to the charge of the officer representing their respective nationalities.

Article 7.—The sunken rocks along the coast of Corea not having been properly surveyed, and there being many dangers on the coast, Japanese vessels will be allowed to survey the coast freely, and to publish charts, in order to the safety of the travellers of both countries.

Article 8.—At a time to be decided on hereafter the Japanese Government will place Consular officers in the open ports of Corea, to protect the interests of Japanese merchants. Should any dispute arise in which the interests of both countries are concerned, these officers will consult about it with the local officials.

Article 9.—As friendly relations have been established, people of either nationality can trade together without let or hindrance. Officers of either country must not interfere with them. Any merchant or person of either country violating the laws of trade will be strictly dealt with; as will persons who do not pay borrowed money; but neither Government can be called upon to pay such liabil

THE WRECK OF THE "STRATHMORE."

SUFFERINGS OF THE SURVIVORS.

The following is the narrative of Mr. George D. Crombie, from Stockwell, London, one of the survivors of the Strathmore:—

"We sailed on 17th April, 1875, from London, for New Zealand. All went well up to 1st July. The 30th June was foggy, and the captain had said we were near the Crozet Islands and would pass to the southward of them. He expected reaching New Zealand at the end of July. At a quarter to 4 a.m. 1st July I felt the ship strike. She had bumped on a rock on one side and sailed in between two such, and there got wedged and hung by her forepart—her stern leaning back and submerging in deep water. I made for the port quarter boat with my cabin companion, Bentley, but could not get it off the davits, as a sea broke over us and washed us back to the bandrail off the poop; all, from the poop forwards, was rapidly getting under water to midships. It was foggy and dark as I hurried on deck, and I heard the captain call out to the passengers in the saloon, "Good bye to you all. It is all over. Save yourselves by the boats at once." I was dressed in coat, trousers, and boots. To save myself I got from the rail of the poop to the mizen-rigging, making no further effort at the boat. I remained in the rigging until daybreak. By that time, 2½ hours, the *Strathmore* had gone under water all except the forecastle head. On daylight coming I got along the mizen top-gallant stay to the main mast, and from there down the main rigging to the roof of the deck-house. Several others soon scrambled to the same place and others made for the rigging. The second mate and several of us got the rig and the dinay boats off the deck house. We heard nothing more of the captain and first mate. They had been washed overboard and no one gave any orders. I believe that about 25 that I saw were all of the survivors of 83 souls. We launched the gig and nine of us (myself not one) got off in it towards the rocks, which we could now see towering in front of us. One sugar-loaf rock about 70 feet high looked to be only 50 feet from the vessel. The dingy boat with the third mate, the carpenter, another of the crew, and a passenger then got off. The rush to this boat, as the other, kept me out. Eleven of us remained on the forecastle and one, visible to us, in the rigging. We scambled now from the deck-house to the forecastle. The second mate in the gig had promised to return on finding a landing place. We soon lost sight of both boats. The gig returned late in the afternoon, and instead of taking us off the forecastle took off five passengers from the mizen top, whom we had not up to this seen. With the four rowers this made up the gig's complement, and we again were left to await its return. We had to wait the whole night, a night of cold, wet misery, and terror to me, as we hourly feared the ship going down, as she did some hours afterwards. Some one of us got a bag with a few biscuits out of the forecastle, and that was all that we had to eat. Some time after daybreak on the 2nd July the gig came back. The dingy did not return. The gig now took the eleven of us off, much over-cramming herself to do so, and several of us laying down in the bottom of the boat. The sea had got calmer, and we found a landing-place about a mile and a half to the south of where our ship had struck—the dingy had found it too and landed her passengers safely. On getting into the gig we took some things with us out on the forecastle—some blankets and sailors' clothing. That night, the 2nd of July, the ship disappeared altogether—canted over and fell backward into deep water I suppose. We landed at a gap in the rocks and found ourselves in a most desolate looking place, rocks upon rocks everywhere—a sea bird's home, very few level places, and grass and some weeds growing about. There were plenty of young albatross about, which we could at first easily knock down with a stick. They had then no fear of us, nor had any other of these sea birds. To our further surprise we found that the life-boat had arrived at the island before the gig had, on it last trip, landed its passengers. 19 more of us had got safe there by that means. To that 19 our dingy and our gig had added, the latter in two trips, what made up 49 souls in all. The life-boat's number included one lady, Mr. Wordsworth, an Edinburgh lady, who had been living some time at Liverpool—a widow going out to New Zealand with her son—also happily saved with her.

The chief mate and three saloon passengers were amongst those drowned. These three passengers were a Mrs. Walker, I believe, from Birmingham, whose husband and son of two years old were saved, a Miss Henderson—daughter of Mr. Henderson, engineer of Wellington, New Zealand, to whom she was going with her brother (who was saved), and Mr. Percy Joslen, of Maidstone, in Kent, who was going out with his brother. The latter is one of the survivours. All the second class passengers, six in number, were lost. Their names I believe are, Mr. and Mrs. Reddell, of New Zealand, whither they were returning; Mr. and Mrs. Mobell (so pronounced), also returning to New Zealand, West Coast; Mr. Senneck (as I understood it) of London; and Mr. Blair, an old gentleman hailing from somewhere unknown to me. These made altogether with 20 of the 3rd class and 8 of the crew a total of 39 lost. Of the 3rd class there were a family of 10 named Goodridge, a Mr. Lewis, Mr. Silk and his sister, Mr. Dagnan and Mr. Ridge. Other names I do not remember. These lost once were, I suppose, washed off the deck with the captain and mate. I think also the starboard quarter boat had been filled with some passengers and afterwards upset, as we saw it hanging in that condition on our getting away, and it went down with the ship. None escaped in it. The other of the two lifeboats had drifted to shore empty. We saw it on the rocks. That accounts for all the ship's boats. The nearest island was called Hog Island, six miles off, but as all our boats got washed away and lost next day we never visited it or any of the others until we were rescued. Those islands are uninhabited. The island we were on was one of twelve rocks called the twelve Apostles—part of the 22 islands called the Crozets in lat. 46-1,5-S., long. 5-0 E. We learnt that much afterwards from the captain who rescued us. Before the loss of our boats we saved from the wreck floating about two barrels gunpowder, 1 cask port wine, 2 cases rum, case of brandy, 2 cases gin, 1 case preserve, 1 case boots, 8 tins of sweets. These tins afterwards made our pots and lamps. We also saved a passenger's box which supplied us with blankets, knives, and spoons. Several deck planks and other pieces of timber were secured. Matches several of us had, and the wood made fires until all burnt up and then we burnt the skins of birds which did very well. The two first nights we had no shelter, but by the third night had rigged up a "lean to" against a rock, with stones and turf, that held the whole 48 for that night, as one, a Mr. George Miller, had died of exhaustion and shock to the system the first day. We afterwards rigged up other shelter and divided ourselves into six messes, each doing its own cooking—sea birds and their eggs and boiled grass was our sole food. We found a spring of good water, and that was our great good fortune in all our trouble. Our number of 48 was reduced to 47 on 19th July by the death of a Mr. Stanbury, a young man from Dover, who died of lock-jaw caused by injury to his foot. On 3rd September we also lost Mr. Henderson, who died of dysentery after a long illness. On 23rd November we lost one of the quartermasters named Husband, whose hand had got injured and had mortified. Our last loss was on Christmas day, when Mr. Walker's child died. Our number was thus reduced to 44, at which it remained until the arrival of the *Young Phœnix* to our rescue on 21st January. We had no doctor amongst us, the ship had none. During our weary stay we sighted four vessels, but could get no recognition of our signals—some blankets flying all day on the mast of the life-boat. One vessel came within two miles of the islands and must have seen us but sheered off from us. We had a pocket almanack amongst us. The *Young Phœnix*, of New Bedford, was cruising round the island for whales, she hoisted the United States ensign and sent two boats, and we thus left, and very gladly as the birds had grown very shy of us. Our lady passanger survived, and with her son was first to leave the island. The *Young Phœnix* could not take us all 44 on, and the captain meeting the *Sierra Morena* on 26th January transhipped 29 of us, myself amongst the number, to that vessel. She was bound to Kurrachee on the East Indian coast, and has now put into Galle fearing shortness of water and provisions. We are the 20 of us waiting at Galle, and are fortunate in getting to this British Island, as we are quite destitute. We desire our thanks most heartily to Captain Giffard of the *Young Phœnix* and Captain Kennedy of the *Sierra Morena* for their assistance and kindness, which under Providence has restored us to civilisation after all the world must have long thought us dead.—*Times of India.*

MOTIVE POWER OF LIGHT.

Mr. William Crookes, F.R.S., has delivered a lecture on "The Mechanical Action of Light," at the Royal Institution. He said that all the physical forces render their action perceptible by the production of motion, but that light had never been directly converted into mechanical motion until the experiments had been devised, which he had to bring before them that evening. Once in attempting to weigh bodies in an approximately perfect vacuum, he discovered anomalies for which he could not account, but upon which information had been thrown by his more recent discoveries. He found, as published some time ago, that the light of a candle would attract an arm of pith suspended in an imperfect vacuum, but repel a similar arm suspended in the very perfect vacuum obtainable only by the aid of the Sprengel pump. Of this pump he exhibited a most perfect and improved specimen, so perfect that it would produce a vacuum through which the electric spark would not pass. In all his experiments he had been indebted, to a very great extent, to the industry and marvellous powers of glass-blowing possessed by his assistant, Mr. C. Gillingham. He then proceeded to describe the construction of his "radiometer," in which pith discs, at the ends of glass arms balanced on a pivot, were made to spin round rapidly under the influence of light. Next he explained that this propelling force of light was not so weak as he had once supposed. Instead of radiometers in which all the moving parts weighed sometimes as little as a quarter of a grain, he found that he could make the instruments to carry little iron magnets, and he exhibited one in which ten discs of pith were required to carry round one magnet. Outside the bulb of this instrument was a magnetic arm, which was attracted every time one pole of the magnet inside the bulb came near it, and the consequent "bowings" of the magnet outside were made to convey electrical impulses to a Morse telegraphic instrument, whereby a series of dots was made upon a slip of paper, and the more rapid the rotation inside the bulb the closer together were the dots. Thus his radiometers had been made self-registering and suitable for meteorological purposes. He also pointed out that no good photometer had ever been made, and he exhibited apparatus infinitely more exact for measuring the illuminating power of gas, or any kind of light, than those founded upon the supposed unvarying illuminating power of the very untrustworthy "standard candle." After many experiments magnified and projected on the screen by the aid of the electric lamp, he exhibited one of his latest, in which he directly measured the mechanical force of the impact of light, not its weight, for the experiments did not remove light from the class of imponderables. By means of the force of torsion of a filament of glass, brought into play against an iron weight of one-hundredth of a grain, all in vacuo, he could so adjust a mirror to a zero point that it would move when parts of the apparatus were summitted to the action of light; thus last night he proved that the push of a candle six inches off, amounted to ·000162 grain. By calculation he estimated that the pressure of sunlight on the earth was not less than 2 cwt. per acre, 57 tons to the square mile, and 3,000 millions of tons upon the whole earth, all this power acting in opposition to the force of gravitation. In conclusion he said that all the results he had exhibited had been obtained in consequence of his examination of an anomaly contrary to all ordinary experience. Anomalies were of the utmost value to men of science; they were gateways leading to new researches, and to the establishment of reputations.

One by one the luxuries of life are becoming so plentiful and cheap as to be within the reach of the poorest. A large lake has been discovered about forty miles west of Laramie, in the bottom of which is a thick layer of Epsom salts in almost a pure state.

COMMERCIAL INTELLIGENCE.

OPIUM.

TUESDAY, 4th April.

The only business reported to-day in Bengal drug, previous to the arrival of the direct steamers in the afternoon, was the sale of a solitary chest of Benares at $590. Sales of New Malwa at $585, with allowance of two to two and a quarter catties.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand	3/9
Bank Bills, at 30 days' sight	3/9½
Bank Bills, at 6 months' sight	3/10
Credits, at 6 months' sight	3/10½
Documentary Bills, at 6 months' sight	3/10½
ON BOMBAY.—Bank, sight	221
ON CALCUTTA.—Bank, sight	221
ON SHANGHAI.—	
Bank, sight	72
Private, 30 days' sight	72½ to 72½

SHARES

Hongkong and Shanghai Bank Shares—Par.
Union Insurance Society of Canton—$650 per share.
China Traders' Insurance Company's Shares—$1,700 per share.
China and Japan Marine Insurance—Tls. 58 per share.
Chinese Insurance Company.—$205 per share.
Hongkong Fire Insurance Company's Shares—$502½ per share.
China Fire Insurance Company's Shares—$153 per share.
Victoria Fire Insurance Company's Shares—$70 per share.
Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—7 per cent. discount.
Shanghai Steam Navigation Company—Tls. 72 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$50 per share.
Chinese Imperial Loan—£106.

SALES OF APRIL 4TH, AS REPORTED BY CHINESE.

Vermicelli—30 bags, at $6.30, by Chun Chun Foong to travelling trader.
White Wax—2 pieces, at $69.00, by Kwong Hing Chong to travelling trader.
Fungus—10 bags, at $29.50, by Kwong Hing Chong to travelling trader.
Dried Shrimps—20 bags, at $11.80, by Lun Hing Loong to travelling trader.
Mushrooms—6 cases, at $55.00, by Tung Chong Wo to travelling trader.
Red Peas—100 piculs, at $2.00, by Wo Hing to travelling trader.
White Lotus Nuts—6 tubs, at $17.20, by Shun Chong to travelling trader.
White Wax—3 pieces, at $69.40, by Shun Chong to travelling trader.
Saigon Rice—10,000 piculs, at $1.72, by Kong Yuen to local trader.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.

tf 1028 Hongkong, 1st July, 1874.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Despatched
LONDON *via* SUEZ CANAL	Patroclus (str.)			Butterfield & Swire	On or about 7th inst.
NEW YORK	Haze	Wilkinson	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Charter Oak	Smith	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
SAN FRANCISCO *via* YHAMA	Colorado (str.)			P. M. S. S. Co.	On 15th inst., at 3 P.M.
Do. Do.	Gaelic (str.)			O. & O. S. Co.	On 1st prox., at 3 P.M.
Do.	Quang Se (str.)	Jones		Jardine, Matheson & Co.	On 12th inst., at 2 P.M.
Do.	Lathley Rich	Ray T. Lewis	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Sydenham	Frank Bristow	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Jonathan Chase	Curtis	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Margarite	James Owen	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
HONOLULU, S. I., &c.	Aldon Bessi	Allen Noyes	Hongkong	Rozario & Co.	Quick despatch.
PORTLAND (OREGON)	Samuel G. Reed	White	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Garibaldi	O. M. Noyes	Hongkong	Rozario & Co.	Quick despatch.
Do.	Edward James	Thos. J. Forbes	Hongkong	Rozario & Co.	Quick despatch.
VICTORIA, Vancouver's Island	Forward	John Strachan	Hongkong	Rozario & Co.	Quick despatch.
Do. Do.	Annie Gray	Robert More	Hongkong	Rozario & Co.	Quick despatch.
COOKTOWN AND SYDNEY	Normanby (str.)	Beddell	Hongkong	Gibb, Livingston & Co.	To-morrow, at noon.
SAIGON, SINGAPORE, &c.	Hoogly (str.)	Mortemard	Hongkong	Messageries Maritimes	To-morrow, at noon.
SINGAPORE, BOMBAY, &c.	Geelong (str.)	O. Fraser		P. & O. S. N. Co.	On 15th inst., at noon.
Do. BRISBANE, &c.	Bowen (str.)			Gibb, Livingston & Co.	About the 20th inst.
MANILA	Villa de Rivadavia	Camus	Hongkong	Brandao & Co.	Quick despatch.
YOKOHAMA	Volga (str.)	Nomiedeu		Messageries Maritimes	Quick despatch.
Do.	Orenis (str.)	Butlin		Wm. Pustau & Co.	Quick despatch.
Do.	Malacca (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Olympia (str.)	F. Nagel	Hongkong	Siemssen & Co.	To-morrow, at 3 P.M.
Do.	Yangtsze (str.)	E. Schultze	Hongkong	Siemssen & Co.	On 7th inst., at 2 P.M.
Do.	Sindh (str.)	Rapatel		Messageries Maritimes	Quick despatch.
Do.	Gwalior (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Agamemnon (str.)			Butterfield & Swire	On or about 9th inst.
SWATOW, AMOY & FOOCHOW	Namoa (str.)	Wesloby	Hongkong	Douglas Lapraik & Co.	To-morrow, at daylight

For Sale.

SAYLE & CO.,

HAVE just opened their first delivery of NEW GOODS, as under, for the COMING SEASON, of which they solicit an Inspection:—

NEW DRESS MATERIALS, in
Lace Stripe Japanese SILKS.
Plain, Figured, and Satin Stripe POPLINS.
Stripe and Plaid MOHAIRS.
Colored Foulard SILKS.
Fancy Colored GRENADINES and GAUZES, in Silk Checks and Stripes.
The best make of Black GRENADINES guaranteed to wear.
NEW GOODS, most suitable for WASHING COSTUMES and MORNING WRAPPERS, comprising:—
White BRILLIANTES.
White and Colored BATISTE.
Kanda and Yosemite Stripe CAMBRICS.
Niagara Lace Stripe CAMBRICS.
French PERCALES, in all the Newest Patterns, Fast Colors.
GALATEA CLOTH for Boys' Suits, in Stripes and Checks.
The LATEST DESIGNS in—
Ladies' and Children's COLORED LINEN, CAMBRIC, and BATISTE Ready-made EMBROIDERED COSTUMES, very desirable for wear in this climate.
Embroidered LINEN MORNING WRAPPERS.
PRINTED CAMBRIC, WHITE BRILLIANT and MUSLIN MORNING WRAPPERS.
French TOILET JACKETS.
Richly Embroidered CAMBRIC SKIRTS.
Ladies Trimmed and Untrimmed MILLINERY HATS and BONNETS of the Newest Styles, from Paris.
Boys' and Girls' STRAW HATS.
Children's White Pique WASHING HATS.
White Pique PELISSES.
Boys' ROLLAND SUITS and PINAFORES.
Infants' SILK HATS and BONNETS.
CASHMERE HOODS and CLOAKS.
French FLOWERS and FEATHERS.
Embroidered LINEN SETS.
NEW RIBBONS.
LACE EDGE COVENTRY FRILLING.
Ladies' UNDERCLOTHING.
Ladies and Children's BOOTS and SHOES, &c., &c., &c.

Also,
A Fresh Supply of the "Little Wanzer" SEWING MACHINES,
Agents for Hongkong.

SAYLE AND CO.,
VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET.

DUC DE MONTEBELLO CARTE BLANCHE CHAMPAGNE—
Quarts, ... $15 per case (1 dozen.)
Pints, ... $16 " " (2 ")
5 % discount on 25 Cases.

BOURBON WHISKEY,
$12 per case (1 dozen.)
FOR SALE BY
HEARD & Co.

975 Hongkong, 23rd June, 1875.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *en extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Thalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

For Sale.

A. MILLAR AND CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS, and BRASSFOUNDERS,
1, QUEEN'S ROAD EAST AND NULLAH LANE.
tf 152] [Feb. 3

WASSIAMULL DHURRUMDASS,
CASHMERE and INDIA MERCHANT,
Has for Sale, Cashmere Shawls, Morning Gowns, Rampore and Delhi Shawls, Burnous, and Sindh Gold Lace Work Goods, &c., &c.
No. 30, QUEEN'S ROAD,
Next to Messrs. SAYLE & Co., Hongkong.
6m 1887 24th December, 1875.

DELICIOUS GINGER BRANDY,
$4 per Dozen.
SPIRITS of WINE, for Lamps,
$3 per Dozen.
Apply to the
HONGKONG DISTILLERY Co.
1209 Hongkong, 6th August, 1875.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1130 Hongkong, 11th May, 1867.

COAL DEPOT.
COALS of all description supplied to Steamers by the Undersigned.
Orders may be left at the Godowns, Wanchai, with Mr. J. MACLEHOSE, or LEONG AH YON, Praya.
LANDSTEIN & Co.
6m 1620 Hongkong, 1st November, 1875.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY)
SOLE AGENT FOR CHINA,
F. PEIL,
Hongkong, Shanghai, Cologne (Germany.)

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [ly 1026 July 7

THE TOURIST'S GUIDE—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1447 Hongkong, 23rd September, 1875.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.
THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.
MELCHERS & Co.
tf 674 Hongkong, 27th March, 1876.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 89 Hongkong, 14th November, 1872.

IMPERIAL FIRE INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one
FIRST-CLASS RISK,
at Current Rates.
A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.
GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
333 Hongkong, 1st March, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 885

FOR SAN FRANCISCO.
THE A1 American Ship
"LATHLEY RICH,"
Ray T. Lewis, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
141 Hongkong, 1st February, 1876.

FOR PORTLAND (OREGON).
THE A1 American Ship
"SAMUEL G. REED,"
White, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
140 Hongkong, 1st February, 1876.

FOR NEW YORK.
THE A1 American Ship
"HAZE,"
Wilkinson, Master, will load here and at Whampoa, and will have quick despatch as above. For Freight, apply to
VOGEL, HAGEDORN & Co.
139 Hongkong, 1st February, 1876.

Vessels on the Berth.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"NAMOA,"
Captain Wesloby, will be despatched for the above Ports TO-MORROW, the 6th instant, at daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
437 Hongkong, 3rd April, 1876.

FOR COOKTOWN AND SYDNEY,
Taking through Cargo for MELBOURNE.
THE Eastern and Australian Mail Steam Company's Steamer
"NORMANBY"
Captain Beddell, will be despatched as above TO-MORROW, the 6th April, at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
6d 423 Hongkong, 1st April, 1876.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
THE Company's Steamship
"VOLGA,"
Captain Nomdedeu, will be despatched for YOKOHAMA
shortly after the arrival of the next French Mail.
G. DE CHAMPEAUX,
Acting Agent.
443 Hongkong, 4th April, 1876.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
THE Company's Steamship
"SINDH,"
Captain Rapatel, will be despatched for SHANGHAI
shortly after her arrival from Europe.
G. DE CHAMPEAUX,
Acting Agent.
444 Hongkong, 4th April, 1876.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, *viâ* SUEZ CANAL.
THE Company's Steamship
"PATROCLUS"
will be despatched on or about the 7th April.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
393 Hongkong, 27th March, 1876.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI.
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.
THE Company's Steamship
"AGAMEMNON"
will be despatched on or about the 9th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
442 Hongkong, 4th April, 1876.

FOR SAN FRANCISCO.
THE Steamship
"QUANG SE,"
Captain Jones, will be despatched as above on WEDNESDAY, the 12th April, at 2 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
22d 372 Hongkong, 22nd March, 1876.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE.
(Calling off SOMERSET, COOKTOWN, CLEVELAND BAY, BOWEN, and KEPPEL BAY, to land Mails and Passengers.)
THE Eastern and Australian Mail Steam Company's Steamer
"BOWEN"
will be despatched as above about the 20th April.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
427 Hongkong, 1st April, 1876.

STEAM TO YOKOHAMA.
(Taking Cargo at through rates to HIOGO and NAGASAKI.)
THE P. & O. S. N. Co.'s steamship
"MALACCA"
will leave for the above place shortly after the arrival of the Steamship *Gwalior* with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 31st March, 1876. [419

STEAM TO SHANGHAI.
THE P. & O. S. N. Co.'s Steamship
"GWALIOR,"
will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 31st March, 1876. [420

FOR MANILA.
THE Spanish Brig
"VILLA DE RIVADAVIA,"
Captain Camus, will have quick despatch for the above Port.
For Freight or Passage, apply to
BRANDAO & Co.
tf 428 Hongkong, 1st April, 1876.

FOR SAN FRANCISCO.
THE A 1 British Clipper Ship
"SYDENHAM,"
Frank Bristow, Master, will load for the above Port, and will have quick despatch.
For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
303 Hongkong, 4th March, 1876.

NOTICE.
THE Undermentioned Vessels, having the greater portion of their Cargo and Passengers engaged, will have immediate despatch for the following Ports:—
FOR VICTORIA, VANCOUVER'S ISLAND,
The British Barque "FORWARD,"
Captain John Strachan.
The British Ship "ANNIE GRAY,"
Captain Robert More.
FOR PORTLAND, OREGON,
The American Barque "GARIBALDI,"
Captain O. M. Noyes.
The American Barque "EDWARD JAMES,"
Captain Thos. J. Forbes.
FOR HONOLULU, SANDWICH ISLANDS, AND SAN FRANCISCO,
The American Barque "ALDEN BESSI,"
Captain Allen Noyes.
For Freight or Passage, apply to
ROZARIO & Co.
380 Hongkong, 24th March, 1876.

Vessels on the Berth.

FOR YOKOHAMA.
THE British Steamship
"ORCHIS,"
Captain Butlin, shortly expected from Singapore, will have quick despatch as above.
For Freight or Passage, apply to
WM. PUSTAU & Co.,
Agents.
415 Hongkong, 30th March, 1876.

FOR NEW YORK.
THE American Ship
"CHARTER OAK,"
Smith, Master, will load here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
394 Hongkong, 27th March, 1876.

FOR SAN FRANCISCO.
THE American Bark
"JONATHAN CHASE,"
Curtis, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
395 Hongkong, 27th March, 1876.

FOR SAN FRANCISCO.
THE British Ship
"MARGARITE,"
James Owen, Master, will load for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
396 Hongkong, 27th March, 1876.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, AND CALCUTTA.
ON THURSDAY, the 6th April, 1876, at Noon, the Company's Steamship "*HOOGLY*," Commandant MORTEMARD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 5th April, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, 30th March, 1876.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*GEELONG*," Captain C. FRASER, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on THURSDAY, the 13th April, at Noon.
Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 12th idem.
For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
* A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
A. McIVER, Superintendent.
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 30th March, 1876.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE U. S. Mail Steamer *COLORADO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 15th April, 1876, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.
A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, viâ the Inland Sea Ports, about same date, and make close connection at Yokohama.
At New York, Passengers have selection of various lines of steamers to England, France, and Germany.
Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY,
Acting Agent.
Hongkong, March 15th, 1876.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.
THE S.S. *GAELIC* will be despatched for San Francisco, viâ Yokohama, on MONDAY, the 1

Extracts.

LIFE.

Oh, sadness of decay!
The Autumn fields are gray,
And long-forgotten is the helpless row tune;
How sick the shattered fern,
How harsh the woods and stern,
How pale and palsied in the afternoon!

Oh, gladness of decay!
The wild buds store the May,
The hushed lanes listen for the blackbird's song;
The dumb trees hoard their strength,
The shy fox peeps, at length
Old Death is quickened, and the days are long.

H. D. R.

TRANSFIGURATION, &c.

Poor, troubled heart, if thou would'st find relief,
And think'st thy woe were easd if it were heard,
Go, 'prentice thee to that sad-colour'd bird,
And learn to make the world in love with grief.

Sing as he sings, and tender eyes will weep,
Sing to the night, as after summer's drowth
The dew anoints the rose's silent mouth,
And all but love and sorrow are asleep.

Drug Day with work, for Day is bad and bold,
Sing to the Night, let sorrow make no sign
Till it can flutter in the sunset gold,
Or in the silver moonlight softly shine;
Then let it forth, wild fire, or saving stream,
To take its way unchallenged,—as a dream!

—*Spectator.* EMILY PFEIFFER.

AN ABODE OF NYMPHS.

A Neilgherry paper says:—"A rather curious statement was made by a descendant of the great Runjeet Sing, the 'Lion of the Punjaub,' who was recently on these hills. He said that a path little known leads down from Hoolicul Droog—the hill at Coonoor upon which there is a fort—to a castle or palace cut out of the rock, and inhabited by nymphs. These nymphs are very courteous and hospitable to strangers, but it is necessary that strangers should go there with the purest of motives, moral and pecuniary, when after being well treated they will be sent home with rich gifts. He said he knew a man who, after being thus treated, was presented with a diamond which he sold for 8,000 rupees. Divesting this story of all that is fabulous about it, it is possible that there are apartments in the lower part of the hill intended by Tippoo for the members of his Zenana. The locality has, we believe, been but indifferently examined, and a search to prove or disprove the Sing's statement, so far as the castle or palace is concerned, would not be uninteresting.

CHARACTERISTIC OF DEAN SWIFT.

A true Bohemian is Swift, wanting nothing but a little of the "milk of human kindness" to make him perfect. His first humiliation and rebellion dated from that moment of his examination; his whole after-life was made wretched by sorrow and hatred. He fostered an exaggerated and terrible pride. Though only a literary man, possessing nothing but a small Irish living, he treated the most powerful ministers and greatest lords on a footing of equality. This is the true Bohemian creed—too stern perhaps for the usages of everyday life, but the true one nevertheless. No man owes any worship to mere superiority of rank. His respect is due to every one, no matter in what station of life; to forget it would be to forget what was due to himself. There are only three conditions in life which command reverence and homage; genius, age, and the weaker sex. How well Swift understood this may be seen from his acts. Harley, the prime minister, having offended him by treating him as a hack writer, he returned the money that was sent, demanded an apology, and received it. In the prime minister's drawing-room he went and spoke kindly to some obscure person, and compelled the lords to come and speak to him. "I will never beg for myself, though I often do so for others," he said; and he kept his word. Sensitiveness in his case aggravated the stings of pride. Resentment sank deeper in him than in other men. He was eccentric and violent in everything—in his pleasantry, in his private affairs with his friends, with unknown people—but he was sterling for all that. He was often taken for a madman. In the room where we now find him he was at first taken for such. Addison and his friends had for several days seen a singular person, who laid his hat on the table, walked for half an hour backward and forward, paid his money, and left, having attended to nothing and said nothing. They called him the mad parson. Let us not condemn him too hastily. Twenty years of insults without revenge, of humiliation without respite—these were the goads that pricked him like a bull.—*Tinley's Magazine.*

A REMARKABLE DREAM.

Some few years ago I was a resident in Hongkong, and there became acquainted with the following circumstances. The story itself was related one winter's evening—for even in China there is a winter—around a glowing fire, that put one in mind of home. The conversation during dinner had turned upon dreams, and some very curious theories were advanced in support of the interpretation of them. Our number consisted of eight persons; and after a protracted discussion, in which the number for and against there being any truth in dreams stood about equal, Captain Topham proposed to settle the question by telling us a story of what actually happened to himself a few years previously. The cloth was removed, and at the invitation of our host, we each drew our chairs round the fire, lit our cigar or pipe, and after mixing for himself a glass of punch, the captain related the following tale as nearly as I can remember:—

"It is now, gentlemen, some ten years ago since I was first-mate of the opium schooner *Wild Dayrell*. We were lying in Hongkong harbour, at the time, preparatory to sailing the next morning for Formosa. Then—and, for the matter of that, now—there was a great deal of smuggling done in that beautiful island of the Chinese. Our cargo consisted of thirty thousand dollars in sycee, one hundred and fifty chests of Patna, and two hundred chests of Malwa opium, besides a few sundries, which could be bought cheap enough in Hongkong or Shanghai, but upon which we turned a good round sum. Captain Wilkes—whom I think you all know, gentlemen—commanded her, and had made many a voyage, and run many a risk for his owners to the same place. At about four in the afternoon the captain left me to go on shore; but just as he was stepping into the boat, he cried out:

"Topham! Upon second thoughts, I shan't stay on shore to-night, as I intended. I am going to old Douglas's to dine, and as, in all probability, it will be a noisy party, I shall slip away early; so you can look for me about eleven."

"Very well, sir," I answered; and then turned to see that everything was all right for the morning.

At six o'clock I and the second-officer had tea; and after tea, he and I had quite a confidential chat about our voyage, the value of our cargo, and the immense risk that was run in not shipping Englishmen, in place of the mongrel crew we then had. Our crew consisted, by the way, of fourteen persons, including the captain. The captain, myself, second-officer, and two sailors were Englishmen; a Lascar; two Manilla men, two Malays, and two Chinamen, as seamen; a Chinese cook and Chinese steward—in all, fourteen souls. At about eight o'clock the second-officer had retired for the night, and had left me alone on the poop. I well remember how my thoughts then ran. I revolved in my mind the conversation that I had had with Mr. Spencer, the second officer, respecting the immense value of our cargo, and the risk that we ran, both from our own crew, should they turn traitors, and also from the hordes of pirates that continually infest the China seas, notwithstanding our gunboats, and the hives that they make of them whenever they come within range.

'Well, gentlemen, upon that evening my thoughts were especially turned upon home, and to a dear mother, from whom I had received a letter by the last mail, and who was then in a very delicate state of health. I had answered her letter only that morning.

'I must have been on the poop about three-quarters of an hour after Mr. Spencer had left me, and was thinking of returning to the cabin to look over some papers connected with the ship, when I observed a sampan, or Chinese boat, hovering round the stern. I called out to the men in the boat, and inquired what they wanted there; but their only answer, when they found they were observed, was to pull away from the ship in the direction of the middle of the harbour. Their movements I did not at all like, and leaning on the taffrail, I watched them until they were lost in the darkness. I suppose, I must have remained in this position—that is, with my arms on the taffrail—about ten minutes, when, without warning, I felt myself lifted off my legs, and some one behind me endeavouring to throw me overboard. I am by no means a light weight, gentlemen, as you can see, weighing, I should say, then sixteen stone; but the person evidently depended upon the suddenness of the attack to accomplish his purpose. I struggled violently, holding on by my hands to the rail, and letting fly right and left with my feet; and in the end I was successful. The Chinaman tripped, and lay upon the deck in my power. Without a thought, without a moment's hesitation, I laid hold of him by the trousers with one hand, and took a couple of turns of his pigtail by the other, and threw him overboard. After I had accomplished this, I made for the cuddy. Arrived there, I at once went to Mr. Spencer's cabin; but upon trying the door, found it locked. I gave one or two good kicks, at the same time calling out to him to open the the door. He sprang from his berth, and called out in reply that it was locked from the outside. I told him to stand clear, and with a good one, two, three, from the shoulder, I burst the door in. There is no doubt I must have looked very pale and very excited, as his first question to me was:

"Why, Mr. Topham, what in the name of goodness is the matter? You look as pale as death."

"I told him all that had happened, and likewise my suspicions that we had not seen the end of the affair, and that our best plan would be at once to arm ourselves. I told him to dress himself, whilst I went on deck to rouse our two English sailors, whom we could depend upon, and bring them aft to the cabin. I had planted one foot in the saloon, the other being still in Mr. Spencer's cabin, and had my eyes directed to the stairs of the companion, when in the shade, I thought I descried a Chinaman. Thinking that it might be the steward, I called out to him by name "A Tong;" but no reply came; when I felt pretty certain that it was not the steward; in which belief I was not long left in doubt. I had turned my head into Mr. Spencer's cabin, to tell him of my suspicions, when I thought I heard steps stealthily approaching me. I gave a rapid glance; and there not four feet from where I stood, were some five or six as villainous-looking Chinamen as I ever beheld, armed, some with bamboos about ten feet long, and others with swords. In an instant, I had sprung into the cabin, and closed and bolted the door. With a yell the whole of the gang made one simultaneous rush towards the door; but they had missed their mark by a second. I had planted my back against the door, and thanks to my weight and the bolts, it resisted there combined efforts to force it. Other measures, however, I knew must be at once resorted to, and that instantly. Calling upon Mr. Spencer to move his chest of drawers against the door, and placing two ranks on the top of them, we patiently waited the coming events. Spencer very fortunately had a couple of Colt's revolvers in his chest of drawers, with which we armed ourselves. The gang outside were evidently in deep consultation as to their next mode of attack. One voice I heard raised above all the others, and that one voice was without a doubt A Tong, our much respected steward! From the little Chinese I was acquainted with, I gathered that they were bent upon the treasure, which had come on board from the Oriental Bank only that afternoon. It had been stowed away in the captain's cabin, and was safely lodged in one of Milner's fire-and-thief-proof safes.

'They proceeded to the captain's cabin; but in a very short time returned, and, knocking at the door with their bamboos, demanded it to be opened. At first they used threats, then entreaties, promising us that not a hair of our heads should be hurt. But, though we feared their threats, we had no faith in their promises, and fully determined that, if the worst came to the worst, we would sell our lives dearly. Oh, how we longed for eleven o'clock, for Captain Wilkes's return! How patiently and eagerly we listened for the splash of the oars of the six stalwart boatmen! We heard four bells from the different ships in the harbour, some not a couple of hundred yards away; but it was impossible to reach or signal them. Instead of a large port-hole, there was only the small dead-light, through which we could not even manage to thrust our heads, much less our bodies. Well, sirs, when they found that neither threats nor promises would avail them, they at once commenced their work. I was standing on a camp-stool, endeavouring to see what they were doing, by looking through the iron grating on the top of the door, when I saw one of them with a spear, at what, in military phraseology, would be termed "shorten arms"—that is, with the spear, drawn back to its fullest extent, ready to thrust through the door. I gave one spring from the stool, and lucky indeed I did so; for the next moment the point of a spear grazed my cheek. Another inch to the left, and I would have been a dead man. We both then retired to the further end of the cabin, so as to keep out of harm's way. We knew that they dared not use firearms, for fear of attracting the attention of the ships in the neighbourhood; and, no doubt, this was our salvation. Spear after spear was thrust through, some almost reaching us as we crouched down on the floor of the cabin, when all at once we heard a crash, and, on looking up, to our horror saw that one of the panels of the door had been forced in sufficiently for a man to thrust his body through. We both immediately sprang upon our feet, grasping our revolvers more firmly, expecting that, in desperation, some of them would be hardy enough to try and force their way into the cabin. But they were far too cunning for that. Two of them now got upon chairs, but taking care to keep out of the line of fire of our revolvers, and by side-thrusts—by which they showed that they were adepts in the use of the weapons—compelled us to kneel and crouch behind the chest of drawers one moment, into the berths the next, and, at last, under the bottom of them, where we were for some time comparatively safe. But emboldened by their success, they now faced the broken panelling; and we could plainly see that, in another minute or two, the matter would end by our both being speared like wild boars. I whispered to Spencer to fire at the first head that showed itself at the panelling, and I would do the same—he to take the right, and I the left, so that we should not waste ammunition through both of us firing at the same person. I remember as if it happened only five minutes ago, two heads suddenly appearing, and myself and Spencer in the act of presenting our revolvers at them when, as a flash of lightning, two spears were suddenly thrust through the aperture, and the next instant I felt a twinge in the right side.'

Here the narrator paused for a few moments, and after a good stiff pull at his punch, continued:

'I remember no more until six weeks afterwards, when I was lying in bed in a strange room, very weak and very faint. There was my servant keeping me nice and cool with a large fan, whilst on my forehead was a cloth steeped in vinegar. By degrees, some slight recollection came back to my mind of the events that had happened on that fearful night; but when I interrogated my Chinese nurse, I could only obtain from such replies as: "Me no sabby; doctor berry angry me tallee that pigeon." By which he meant that he knew nothing about the matter; and that if he did, he was enjoined by the doctor to silence, otherwise he would be very angry, with him. However, with a good constitution and careful attention, I was soon able to leave my room; and then, not before, I gathered from my old friend, Charles Lawrence one quiet afternoon, the following rather rambling account of the affair:—

"I have no occasion," said Charley, "to ask you to remember the 8th of March, for that you will do to the end of your days; but I have also reason so remember it; for on that day, as I learned by a letter from home by the last mail, an only brother was killed on the Great Western Railway, in the collision that occured near Reading. Well, if you remember the evening, we were to have a great spread at Douglas's. Thompson, Wilkinson, and some twenty others, were invited including Captain Wilkes. Of course, you know what a jovial fellow Wilkes is, good for a story or song, and can take his part in an argument with the best of them. Everything went off very well during dinner; and after the cloth had been removed, and one or two songs had been given, the call was for Wilkes. He, however, who is usually so ready and willing to oblige, made some excuse about hoarseness, which, however, was so palpably fictitious, that we all burst out laughing; and upon being pressed again by some of us, including old Douglas, he positively refused, and intimated his intention of going on board at once. We could see that something had occurred to irritate him, but for the life of us none of us could guess. Before leaving the room, however, Douglas called him to one side, and asked him the cause of his going away so early. He replied that he was uneasy in his mind; that a depression of spirits such as he had never felt before, had come over him within the last half-hour, but for which he could not account; and asked Douglas kindly not to detain him, as he wanted to go on board to see that everything was all right; and if he felt better, they might expect to see him in a course of an hour or so. And in an hour's time he did return, not to join our party, but to horrify us with the details of what had occurred on board the *Wild Dayrell*. Dr. Anderson, who was one of our party, went on board immediately, to attend to you; and Captain Wilkes and two or three of us proceeded to the police station to report the matter. The police took the matter up vigorously; and thanks, to a large reward offered by the owners, one of the gang turned Queen's evidence; and in the course of three or four days the whole gang was safely lodged in the Victoria jail. They were brought up before the magistrate, and remanded until you were able to appear against them."

'But I asked: "What time did Captain Wilkes arrive on board the *Wild Dayrell*; it was some time after ten o'clock—of that I am sure."

"Yes," he replied; "I believe it was just half-past ten when he pulled alongside, for five bells were struck from all the other ships lying alongside of him, *but not from his own*, which at the time he noticed as very singular. As he approached the ship he saw two boats coming from the direction of her, but at the time he took no notice of them; but there is no doubt, he thinks, that these very boats contained the gang."

"But did they succeed in obtaining any of the treasure?" I again asked.

"No; not a cent of it, thanks to Chubb. They had tried to pick the lock, and when they found that they could not succeed in that, they tried gunpowder, but with the same result. The two English seamen were found tied in their bunks, and quite drunk. They acknowledged that the steward had given them three bottles of brandy early in the evening, as a present; and they made good use of it, for they were half-drunk the next morning. The rest of the crew were too much afraid of their own necks to offer any resistence or give the alarm. The *Wild Dayrell* sailed a couple of days afterwards, but with a fresh crew. And so ended Charley's account.

'About a week after this conversation, continued the narrator, 'I appeared at the Police Court, and swore to every one of the gang, eight in number. They were sent for trial to the High Court, and were all found guilty of mutiny and conspiracy; and sentenced, four of them to penal servitude for life, two for fourteen years, and the remaining two for seven years each.

'Amongst my letters from home I was not long in noticing one in the handwriting of my mother; this, singular though it may appear, I kept until the last, and toyed and played with it for a minute or two before I opened it. In that letter, gentlemen, occurs the following passage:—"What were you doing, dear John, on the night of the 8th of March, at about ten o'clock, from that to half past? I will tell you my reasons for asking. I had been very poorly during the whole of the day; so much so, that after a cup of tea, about six o'clock, I retired for the night. I fell asleep very soon, but it was a disturbed sleep, and I awoke two or three times. At at out eight o'clock Jane brought me a cup of cocoa, and very soon afterwards I again fell asleep, and did not wake until about half past ten, when I awoke with a fright. I dreamed that I had seen you walking along some strange street, and following you were three or four Chinamen. All at once they rushed towards you, at which you ran, but they ran faster than you did, and were rapidly gaining on you, when you at once made for the river, which was some hundred yards distant. You had gone about half-way when you slipped and fell down; immediately the Chinaman were upon you, and one I saw with a long knife ready to strike you: but with that I awoke with a scream."

'Now, gentlemen, I wish to draw your attention to the fact, that the 8th of March, as mentioned in my mother's letter, was the same day that the *Wild Dayrell* affair happened, and also that the time from ten o'clock to half-past was the exact time that we were placed in the most imminent peril by the smashing in of the door-panel. You can call it what you like—a singular coincidence, or anything else you please; but the fact remains that, while on the very day and hour I was placed in great danger of my life, my mother, fourteen thousand miles away, in dear Old England, had a dream in which I figured conspicuously; and although the incidents of the dream did not exactly tally with the actual facts of the case, yet they were so near the truth, that I think you will bear me out, gentlemen, when I state that it was a most extraordinary and remarkable dream.'

—*Chamber's Journal.*

HONGKONG MARKETS.

As Reported by Chinese in the 8th April, 1876.

COTTON GOODS.

American Shetings, 15 lbs.	per piece	$2.50 a 2.60
American Drills, 30 yards	,,	2.75 a 2.80
,, ,, 40 ,,	,,	3.80 a 3.90
Cotton Yarn, No. 16 a 24, per 400 lbs.	,,	99.00 a 107.00
,, ,, 30 a 32	,,	111.00 a 117.00
,, ,, 32 a 42	,,	118.00 a 130.00
,, ,, Bombay	,,	83.00 a 87.50
Cloths	per piece	1.00 a 1.05
Dyed Spotted Shirtings	,,	3.75 a 4.10
,, Brocades, Do.	,,	3.75 a 4.10
,, Damask, Do.	,,	4.80 a 5.00
English Drill, 30 yards	,,	2.20 a 2.25
,, ,, 14 lbs.	,,	2.95 a 3.00
,, ,, 15 lbs.	,,	3.15 a 3.20
Gray Shirtings, 7 lbs.	,,	1.75 a 1.00
,, ,, 8 lbs.	,,	1.90 a 1.95
,, ,, 8½ lbs.	,,	2.15 a 2.55
,, ,, 9 lbs.	,,	3.05 a 3.10
,, ,, 10 lbs.	,,	3.35 a 3.45
Gray T. Cloths, 24 yds & 32 in. 8 lbs.	,,	1.45 a 1.50
,, ,, 24 ,, & 32 in. 7 lbs.	,,	1.60 a 1.72
,, ,, 24 ,, & 36 in. 11 lbs. XO	,,	2.15 a 2.20
,, ,, 24 ,, & 36 in. 8 lbs. QL	,,	2.25 a 2.27
,, ,, 24 ,, & 36 in. 8 lbs. XX	,,	2.73 a 2.74
Handkerchiefs, Blue	per doz.	0.60 a 0.70
,, Brown	,,	0.65 a 0.66
,, Red	,,	0.75 a 0.80
,, Light Red	,,	0.77 a 0.78
Jeans, 30 yards	,,	2.30 a 2.42
Madras, White, Plain, 12 yards	per piece	1.15 a 1.25
,, Figured 24 ,,	,,	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	,,	2.15 a 2.25
,, ,, 8 lbs.	,,	2.30 a 2.35
Velvets, Black, 22 in.	per yard	0.21 a 0.22
,, ,, Genoa, 22 ,,	,,	0.18 a 0.19
Velvateens, Black	,,	0.34 a 0.35
,, ,, Genoa	,,	0.30 a 0.33
White Shirtings, 54 a 60 yd.	per piece	1.95 a 2.10
,, ,, 64 a 66 ,,	,,	2.35 a 2.50
,, ,, 88 a 90 ,,	,,	3.75 a 3.40
,, ,, 600 ,,	,,	3.35 a 3.90
,, ,, 7,000 ,,	,,	3.40 a 3.45
,, ,, AA.	,,	1.90 a 1.95
,, ,, EF.	,,	2.40 a 2.50
,, ,, MH.	,,	4.70 a 4.75
,, ,, KI.	,,	6.00 a 6.00
White Spotted Shirtings, ,, Brocades	,,	2.50 a 2.55
	,,	2.70 a 2.75

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.70 a 3.00
,, 8 lbs.	,,	3.00 a 3.05
,, 9 lbs.	,,	3.70 a 3.80
,, 10 lbs.	,,	4.85 a 5.10
,, 13 lbs.	,,	6.10 a 6.20
Damels, SSS	per piece	16.00 a 16.50
,, SS	,,	17.50 a 18.00
,, S	,,	18.50 a 19.00
,, BB	,,	19.00 a 19.50
,, AAA	,,	18.00 a 18.50
,, LLL	,,	16.50 a 17.00
Cloth, Broad	per yard	2.10 a 3.00
,, Medium	,,	1.03 a 1.80
Long Ells, M.M Scarlet	per piece	9.50 a 9.60
,, ,, Assorted	,,	9.00 a 9.05
,, H H Scarlet	,,	9.40 a 9.50
,, ,, Assorted	,,	9.50 a 9.70
,, H Scarlet	,,	9.50 a 9.50
,, ,, Assorted	,,	8.75 a 8.90
Lustres, Figured	,,	5.05 a 5.10
Lasting, DD	,,	15.00 a 15.70
Orleans, Plain	,,	5.00 a 5.30
Spanish Stripes	per yard	0.80 a 0.81

METALS.

Iron, Nail Rod	per piecul	3.00 a 3.10
,, Hoop	,,	3.55 a 3.00
,, Bar	,,	2.90 a 2.95
,, Wire	,,	7.50 a 7.05
Lead	,,	7.50 a 7.70
Pigs, W.B	,,	7.50 a 7.60
,, Lead, LB	,,	7.50 a 7.60
Quicksilver, English	,,	85.00 a —
,, American	,,	80.00 a —
Steel, English	per tub	4.20 a 4.30
,, Swedish	,,	5.10 a 5.20
Sheathing Metal	per piecul	2.00 a 38.00
Spelter	,,	7.00 a 7.75
Tin, Malacca	per piecul	22.00 a 23.50
,, Plates	per box	6.5 a 6.70

PRODUCE.

Almonds	per piecul	24.00 a 25.50
Alum, 1st quality	,,	1.35 a 1.40
,, Red	,,	1.50 a 1.75
Bark, Siam	,,	0.93 a 1.10
,, Camphor	,,	13.00 a 14.00
Beche de Mer	,,	30.00 a 55.00
Bees Wax, Japan, White	,,	9.50 a 9.70
,, ,, Yellow	,,	44.00 a 51.00
,, ,, Hahow, White	,,	71.00 a 74.05
Birds' Nests, 1st quality	per pcl.	$3,500 a 3,600
,, ,, 2nd	,,	2,600 a 2,900
,, ,, 3rd	,,	170 a 250
Brimstone	,,	8.35 a 8.50
Buffalo's Hide Manila	,,	12.00 a 15.50
Camphor, packed	,,	14.00 a 14.25
,, Baroo, clean	,,	5,000 a 8,100
,, Refuse	,,	3,000 a 3,500
Cardamoms, Superior	,,	145.00 a 155.00
,, Inferior	,,	22.00 a 28.00
Cloves	,,	42.00 a 43.00
Coals, Afloat	per ton	—
,, English cesm	,,	18.75 a —
,, Sydney	,,	12.50 a —
Coffee	per piecul	22.25 a 24.50
Copper Sheathing, Japan	,,	24.00 a —
,, Rod	,,	24.00 a —
,, Nails	,,	28.50 a 28.50
Cotton, Shanghai	,,	17.00 a 17.50
,, Bombay	,,	13.00 a 15.50
,, Shantung	,,	17.00 a 18.00
,, Ningpo	,,	17.00 a 18.50
,, Tientsin	,,	16.00 a 17.00
,, Tungchow	,,	16.00 a 17.00
,, Calcutta	,,	14.00 a 17.00
Cutlery Beads, Saigon	,,	6.00 a 6.80
,, ,, Siam	,,	4.80 a 5.00
Cow's Hide	,,	3.00 a 3.75
Cuttlefish, Japan, without bones	,,	21.00 a 22.50
,, ,, Channow	,,	17.50 a 20.50
Cutch	,,	5.80 a 6.10
Dates, Black	,,	3.75 a 4.28
,, Red	,,	2.50 a 2.85
Dried Lily Flowers	,,	7.20 a 7.80
Elephant's Teeth, 6's & pieces	,,	250 a 300
,, ,, 7's & 8's	,,	200 a 220
Flour, California, per sack of 50 lbs.	,,	1.90 a 2.40
,, American per barrel of 196 lbs.	,,	3.70 a 3.80
,, ,, of 200 lbs.	,,	5.10 a 6.25
Fungus	,,	31.50 a 33.00
Flints	,,	0.60 a 0.65
Ginseng, American, 1st quality	,,	220.00 a 300.00
,, ,, 2nd	,,	170.00 a 210.00
Hams, Ordinary	,,	15.40 a 18.50
,, Superior	,,	23.50 a 29.00
Hemp, Native	,,	10.50 a 12.00
,, Siam	,,	10.40 a 11.00
Isinglass, Japan	,,	38.00 a 45.00
Melon Seeds, 1st quality	,,	5.60 a 5.75
,, ,, 2nd	,,	5.95 a 6.35
Mushrooms	,,	65.00 a 70.00
Mussels, Dry Siam large	,,	10.50 a 12.00
,, ,, middle	,,	7.50 a 8.50
Mussels, Dry Siam small	per piecul	$4.50 a 5.85
Peas, White	,,	2.10 a 2.20
,, Green	,,	2.50 a 2.75
,, Black	,,	1.60 a 1.65
,, Yellow	,,	1.90 a 1.92
,, Green Beans	,,	2.10 a 2.15
Pearl Barley	,,	5.40 a 7.50
Potato Flour	,,	1.35 a 2.50
Pulekhuk	,,	13.00 a 14.70
Rhinoceros Horn	,,	2,600 a 3,000
,, ,, Mother	,,	2,000 a 2,400
Rice, Bengal, Cargo No. 1	,,	2.45 a 2.50
,, ,, 2	,,	2.20 a 2.25
,, Siam, white	,,	1.70 a 1.72
,, ,, mill cleaned	,,	1.54 a 1.56
,, Manila	,,	2.25 a 2.40
,, Singapore	,,	1.88 a 1.91
,, Saigon	,,	1.80 a 1.74
,, Armacan	,,	2.10 a 2.15
,, Rangoon	,,	2.35 a 2.40
Saltpetre	,,	4.75 a 5.50
Seaweed, Green	,,	8.10 a 9.25
,, Cut	,,	4.35 a 4.50
Sesamum, White	,,	4.20 a 4.30
,, Black	,,	2.85 a 3.10
Shirkskin	,,	55.00 a 58.50
Shellfish, Japan	,,	37.00 a 45.00
,, ,, California	,,	14.00 a 14.50
Sea-fish	,,	5.00 a 6.50
Straits Produce, &c.—		
Rattans, Straits	per piecul	5.20 a 5.70
,, Banjar	,,	4.25 a 4.50
Pepper, White	,,	11.00 a 16.50
,, Black	,,	8.30 a 8.40
Betel Nut	,,	2.50 a 2.85
Sandal Wood, Timor	,,	4.10 a 4.20
,, ,, South Seas	,,	14.50 a 16.00
Sapan Wood, Manila	,,	1.60 a 2.20
,, ,, Siam	,,	2.25 a 2.35
Sugar, Canton White, 1 a 3	,,	6.15 a 6.50
,, ,, Dark Brown	,,	4.70 a 5.00
,, ,, West Coast, Dark Brown	,,	—
,, ,, Manila, Dry, White	,,	5.45 a 5.60
,, ,, Candy	,,	8.40 a 8.50
,, ,, Foochow	,,	8.00 a 8.80
Vermicelli, Tientsin	,,	8.10 a 8.30
Walnuts	,,	4.50 a 4.90
Wheat, Tientsin	,,	1.75 a 1.80
,, California	,,	2.00 a 2.05
Wood Oil	Tls.	5.7.5.0 a —
Tea	,,	61.0.0 a 61.0.0
Tea	,,	$9.25 a 9.55
Window Glass	per box	3.40 a 3.50

SHIPPING IN THE CHINA WATERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Argyll	B. Scobb	Brit. str	1271	Jardine, Matheson & Co	
Cassandra	H. Langer	Ger. str	937	Jardine, Matheson & Co	
Danube	Clausby	Brit. str	561	Yuen Fat Hong	
Esmeralda	Thebaud	Brit. str	395	A. MacG. Heaton	Manila
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	Tug flying
Genoa	Carrigall	Brit. str	1216	Jardine, Matheson & Co	
Glamis Castle	G. Dickie	Brit. str	2000	Adamson, Bell & Co	
Glonartney	W. A. Gullard	Brit. str	2070	Jardine, Matheson & Co	
Hindostan	T. S. Gardner	Brit. str	991	D. Sassoon, Sons & Co	
Hoogly	Mortemard	Fren. str	1800	Messageries Maritimes	Saigon, &c.
Ishang †	E. Martin	Brit. str	700	Butterfield & Swire	
Killarney	H. O'Niel	Brit. str	1063	Hop Kee	Singapore, &c.
Kinchun ‡	Cary	Brit. str	1050	H.C.&M. Steamboat Co	
Kin-Kiang †	Morton	Brit. str	1061	H.C.&M. Steamboat Co	
Lord of the Isles	Wm. Cowie	Brit. str	1846	Russell & Co	San Francisco
Macgregor	Granger	Brit. str	1413	Chinese	
Maharajah	Stephenson	Brit. str	994	Siemssen & Co	
Malacca	Shallard	Brit. str	1046	P. & O. S. N. Co	Yokohama
Namoa	G. T. Westoby	Brit. str	862	D. Lapraik & Co	East Coast
Normanby	A. Reddell	Brit. str	664	Gibb, Livingston & Co	Cooktown, &c.
Olympia	F. Nagel	Ger. str	777	Siemssen & Co	Shanghai
Pardo	Power	Brit. str	768	Landstein & Co.	
Powan	A. Benning	Brit. str	1890	H.C. & M. Steamboat Co	
Quang Se	G. H. Jones	Brit. str	1778	Jardine, Matheson & Co	Yokohama, &c.
Sir J. Jeejeebhoy ‡	N. W. Hawkins	Brit. str	184	Kwok Acheong	
Stad Amsterdam	G. J. Boon	Dut. str	1780	Jardine, Matheson & Co	
Thingvalla	A. Mourier	Dan. str	1577	Wm. Pustau & Co.	
Venice	J. H. Watson	Brit. str	1270	Jardine, Matheson & Co	Saigon
Volga	Nomdeden	Fren. str	961	Messageries Maritimes	Yokohama
White Cloud §	T. B. Benning	Brit. str	652	H. C. & M. Steamboat Co	
Tot-sai §	W. Kentwell	Brit. str	180	Kwok Acheong	
Tottung		Brit. str	323	Kwok Acheong	Laid up

† *Running between Hongkong and Canton.*
§ *Running between Macao and Hongkong.*

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
SAILING VESSELS.					
Alden Besse	Allen Noyes	Amr. bk	842	Rozario & Co	
Anna Bella	Wm. Stephen	Brit. bk	334	Borneo Co. Limited	
Annie Gray	More	Brit. sh	727	Rozario & Co	Victoria
Bonito	Wissenberg	Ger. bg	524	Reiss & Co	
Bua Cnao	C. Lange	Siam. bk	340	Chinese	
Charter Oak	Smith	Amr. sh	963	Vogel, Hagedorn & Co	New York
Christian	F. Stehr	Ger. sch	230	Ed. Schellhass & Co	
Christina A. P.	F. Capra	Nica. sch	175	Order	
Colombo	P. N. Heuer	Brit. bk		Order	Honolulu
Edward James	T. J. Forbes	Amr. bk	529	Rozario & Co	Portland
Eleanor	Jobson	Brit. bk	488	H. Kins	Takao
Fanny	Rousal	Fren. sh	1138	Landstein & Co	
Formosa	G. Schwur	Ger. bk	230	Melchers & Co	Tientsin
Forward	Strachan	Brit. bk	748	Rozario & Co	Victoria
Franz	Hilderbrandt	Brit. sch	148	Frazar & Co	Saigon
F. H. Drews	W. Yarcata	Ger. bk	630	Wm. Pustau & Co	
Garibaldi	O. M. Noyes	Amr. bk	670	Rozario & Co	Portland
Ino	Bannan	Ger. bk	353	Siemssen & Co	Tientsin
James Vincombe	J. MacPherson	Brit. bk	690	Borneo Co. Limited	Takao
Jonathan Chase	Curtis	Amr. bk	693	Vogel, Hagedorn & Co	San Francisco
Lathley Rich	E. T. Lewis	Amr. sh	1327	Vogel, Hagedorn & Co	San Francisco
Manila II.	H. C. Gonge	Ger. bk	515	Siemssen & Co	
Margarite	J. Owens	Brit. sh	864	Vogel, Hagedorn & Co	San Francisco
Mary Whitridge	Cutler	Amr. sh	862	Russell & Co	San Francisco
Memento	F. Renvald	Brit. bk	464	Captain	Bangkok
Minna	J. Thuren	Ger. bk	456	Wm. Pustau & Co	
Montego	Griffiths	Brit. bk	816	Ed. Schellhass & Co	
Nicoline	Ahlmann	Ger. bk	320	Arnhold, Karberg & Co	Hamburg
Nightingale	Palmer	Amr. sh	722	Russell & Co	San Francisco
Noemi	Ancona	Fren. bk	347	Carlowitz & Co	
N. D. d'Auxiliatrice	Jegorel	Fren. bk	790	Order	
Pallas	Ballebr	Ger. bk	421	Siemssen & Co	Tientsin
Shalimar	Wm. Cotter	Brit. sh	1557	Russell & Co	San Francisco
S. G. Reed	J. W. White